RAILS ALONG THE SCHUYLKILL

By G.M. Heathcliff and Alvin K. Traz
Featuring photos from the collection of Bruce Saylor

Reading Lines

Cover:
The *Crusader* with Locomotive No. 118 passes Spring Garden Street, Philadelphia on April 11, 1938.

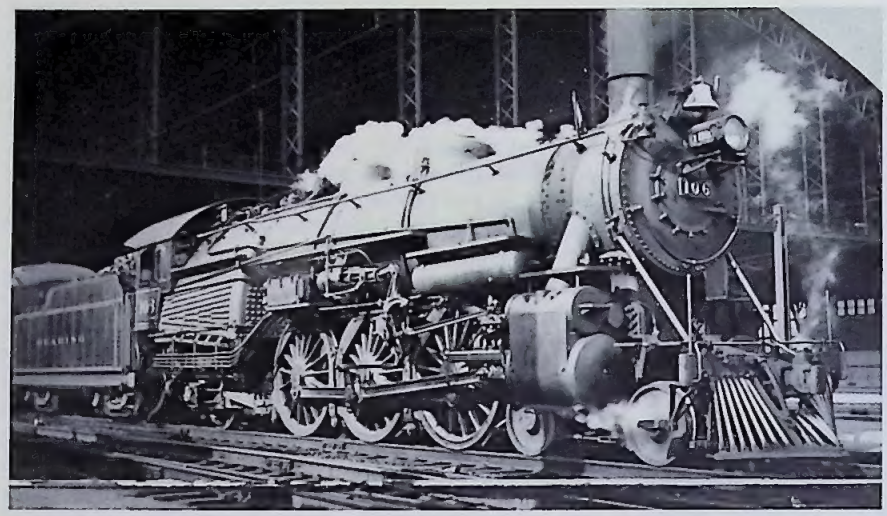
Inside Front Cover:
Reading Terminal in Philadelphia in August, 1964. *Railroad Avenue Enterprise, R.S. Short photo.*

Title Page:
American Type No. 223 inside the station shed in a turn of the century photo. *Associated Artists of Dixie, Inc. collection.*

Early morning sunlight lights Pacific No. 106 ready to leave Reading Terminal July 12, 1936. *Clarance Weaver Photo.*

Rails Along the Schuylkill features photographs from the collection of Bruce G. Saylor, 2836 Leon Avenue, Audubon, Pennsylvania 19403. Most are available from Bruce. All photos in the book, unless otherwise credited, are from his collection. The authors and staff of Associated Artists of Dixie, Inc. wish to thank Bruce for his unlimited help on this book. We also wish to thank Rod Dirkes for the use of his collection and to Jim Boyd, Editor of Railfan & Railroad Magazine for his advice. The photo by George Hamcke on page 64 is but the first of his collection that will be a feature in some of our future books. A special thanks to Jim Psik and Dick Shaffer and the entire staff of Grit Commercial Printing of Williamsport, Pa.

Ed Crist and John Krause Highland Mills, N.Y. September, 1988



RAILS ALONG THE SCHUYLKILL

by G.M. Heathcliff and Alvin K. Traz

Edited by Curiosity Charleszetta
Designed by John Krause and Ed Crist
Printed by *GRIT Commercial Printing*, Williamsport, Pa.

Dedicated to
Sister Fernanda, O.P.
Villa Maria Convent, Water Mill, N.Y.,
"My Friend for Life"

ISBN 0-929759-03-6

Copyright © 1988 by Associated Artists of Dixie, Inc., Rockville Centre, NY. All rights reserved. This book may not be reproduced in whole or in part except in the case of brief quotations embodied in critical articles or reviews. Printed in the United States of America.

Published by Associated Artists of Dixie, Inc.
Rockville Centre, NY

ASSOCIATED ARTISTS OF DIXIE, INC.
P.O. BOX 558
ANDOVER, NEW JERSEY 07821

THE PHILADELPHIA SCENE

More than four decades ago, you could ride the Market Street subway or an old Brill-built trolley car of the Philadelphia Rapid Transit to reach 12th Street where Reading Terminal occupied the northeast corner. Opened in 1893 by company President A.A. McCleod to replace three separate depots, the combined eight-story corporate headquarters office building and huge passenger terminal to the rear represented an impressive symbol of the Philadelphia & Reading's growing coal and transportation empire. Thus, the single Terminal project satisfied a longtime desire to replace the station at Broad and Callowhill Streets (mainline to Reading and Pottsville), the Philadelphia Germantown & Norristown station at Ninth and Green Streets (New York and Bethlehem Branches) and the North Penn station at Third and Berks Streets (New York, Bethlehem and Newtown Branches).

Having a frontage of 226½-feet along Market Street and a depth of 100 feet on 12th Street, the imposing terminal building of Italian Renaissance architecture was built of Italian pink granite and white terra cotta. To the rear on the second floor level, the giant trainshed of masonry and heavy steel girdered construction spanned 13 tracks and seven platforms with a total width of 226½-feet. This awesomely cavernous shed extended for a length of 559 feet while its sharply curving arched roof rose to a maximum height of 98 feet. Here was Reading's largest and busiest station, a place that handled 90 per cent of all passenger trains operated by this road, the principal exceptions being Allentown-Harrisburg service and local trains on numerous branchlines.

After walking upstairs to the spacious train concourse, you could savor the fascinations of a great passenger terminal. A tall and sturdily built fence of iron bars stretched laterally across the trainshed and displayed above various train gates were brightly lighted destination signs saying such things as "New York Express," "Bethlehem Express" or "Pottsville Express" as well as numerous nearby commuting points. Just beyond the gates, you could study many olive green cars of the well filled trainshed. Arriving expresses pulled by G1sa Pacifics often stood near several bumping blocks; these handsome, yet unusual looking engines, bore Reading's familiar trademark of wide Wootten fireboxes while their cabs and tenders were adorned with rectangular shaped heavy gold striping.

Looking skyward, the trainshed roof was composed of hundreds upon hundreds of glass panes which gave the vast interior a pleasant brightness while shafts of sunlight often could be seen penetrating a haze of rising smoke and dust. But the original appearance of the trainshed was destined to undergo three dramatic changes as the years passed. The first big change occurred during the period 1931-1933 when the overhead catenary system of electrification was constructed to the local commuting points of Norristown, Chestnut Hill, Hatboro, Lansdale/Doylestown and West Trenton. The new fleet of 128 multiple-unit cars (including 100 motor cars and 28 trailers) brought about the sudden disappearance of most old 4-4-0, 4-4-2 and 2-6-4T types while faster and more convenient service changed hourly service to 30-minute headways on all routes.

The 84.07 total route miles of six electrified branches did not include the 26.3-mile Newtown Branch where only a modest commuter operation served the provincial countryside of rural Bucks County. Newtown trains were hauled by a variety of small, yet husky, Camelback Ten-Wheelers whose history transcended from onetime fast freight power. They lent an air of quaintness and archaic nostalgia to the big terminal trainshed full of modern equipment.

The next noticeable change came to the trainshed with the beginning of America's involvement in World War II late in 1941 when it became necessary to black out the transparent roof at night. Thus, metal sheathing was applied and this caused dim lighting during daylight hours. The final big change occurred in 1948 when a complete modernization of station facilities included the enclosure and heating in winter of the concourse area which effectively blocked off the once excellent view of the trainshed and many trains.

Camelback power also disappeared in 1948 as the Reading modernized its fleet of 40 Pacifics with the addition of ten new G3 engines numbered 210-219. Until that time, the ten-year-old stainless steel and streamlined *Crusader* was Reading's only truly modern train, but 1948 also saw the appearance of three home-built streamliners pulled by G3 power. Joining the *Crusader* on the New York run was the *Wall Street* which apparently replaced the *Wall Street Special*. The Shamokin-Philadelphia route got the *King Coal* while Pottsville-Philadelphia received *The Schuylkill*. From that time, only two years elapsed until the first passenger diesels of 1950 made their appearance.

From Reading Terminal, the way out of the city for all trains laid directly northward along the Ninth Street

Taken from Brown Street Tower, July, 1943, No. 613 and a five car train head to Reading Terminal.

Branch whose four tracks were elevated much of the way. At 16th Street Junction (3.5 miles), the Norristown Branch diverged to the west and was the route of trains going to Reading, Pottsville and beyond. This branch followed the East bank of the Schuylkill River which was crossed to reach the Main Line at Norristown Junction, milepost 18.0. Meanwhile, back in Philadelphia, the Ninth Street Branch continued for 5.1 miles to reach Wayne Junction where its four tracks split into two doubled-tracked lines. One of these was the Chestnut Hill commuter branch and the other was the main route north.

Some 1.2 miles north of Wayne Junction, Newtown Junction marked the eastward diverging route of Newtown trains. Continuing north to Jenkintown (10.8 miles), New York-bound trains diverged to the right while Bethlehem Branch runs swung left.

Steam passenger locomotives were serviced and supplied to outgoing trains from Green Street enginehouse located 0.9 miles north of the Terminal. The engine facility was built upon land once occupied by the main passenger terminal of the Philadelphia Germantown & Norristown Railroad which Reading absorbed in 1870. Standing at ground level on both sides of the elevated Ninth Street Branch, the engine terminal boasted three turntables and, in addition to the customary roundhouse, there was a large engine servicing shed which actually was the original passenger trainshed of the PG& N terminal of 1851. Pacifics and Camelback Ten-Wheelers could be seen here in abundance while other possibilities included the four P7sb rear cab Atlantics as well as occasional P5 Camelback Atlantics.

Passenger car storage and maintenance yards were located at Huntingdon Street, adjacent to North Broad Street Station (2.9 miles) for steam equipment and at Wayne Junction for m.u. cars. Switching of steam cars at the terminal and their transfer to and from the yard was handled by B7a Camelback 0-6-0's and, by the late 1940's, with diesel switchers. Morning and afternoon rush hours saw strings of equipment occupying storage tracks F G and B near the terminal as well as one of the four main running tracks.

Freight Operations

Established in 1842 and located along the Delaware River about three miles northeast of the terminal, Port Richmond Tidewater Terminal through the years had grown to become a vast complex of freight yards and piers. It occupied 225 acres of land, contained 85 miles of tracks and boasted a capacity of 5600 cars of which hoppers and coal were most prominent. From here, westbound trains were dispatched to Allentown, Rutherford, St. Clair, Tamaqua and Newberry Junction. The Richmond Branch passed under the Ninth Street Branch just south of Wayne Junction and descended the 0.8 per cent Falls Grade to Bellevue Junction where the Schuylkill was crossed to West Falls. The run along the west riverbank went to Norristown Junction and upstate. The wye at West Falls, having two of its tracks on bridges over the river, was a busy and important crossroads. In addition to Reading trains, the junction handled Baltimore & Ohio's Royal Blue Line passenger trains going to Jersey City as well as through B&O freights pulled by both RDG and CNJ Mikado power. Pusher engines were commonly used up Falls Grade.

Reading's final major freight route in the city was the Bethlehem Branch which formerly was the old North Pennsylvania Railroad acquired in 1879. Its Third and Berks Streets terminal was retained for freight trains dispatched to Bethlehem and Jersey City as well as a Bethlehem milk train. Running directly north, this line crossed the Port Richmond Branch at Fairhill Junction and, some 7.0 miles north of Reading Terminal, was joined by the passenger line at Tabor Junction.

Reading Company's RDC's arriving at Reading Terminal, April, 1964. *Railroad Avenue Enterprise, R.S. Short photo.*

For more than three quarters of a century, the freight enginehouse and a large shop building were located at Tulip Street in Port Richmond. More space was needed for yard expansion during World War I times, so the freight roundhouse was moved to a location along the Bethlehem Branch at Second and Erie Avenue, about two miles away. Aside from having an extremely large number of switch engines assigned, Erie Avenue was the place to see such big road freight power as M1sa Mikados and I10sa Consolidations. These two classes were the principal heavy duty road freighters until T1 Northerns began showing up in 1945 (these actually being rebuilds of 30 I10sa engines). Other road freight power at Erie Avenue included smaller Consolidations of the I9 classes having rear cabs and I8 classes being Camelbacks.

Now let's begin our photo journey on the Reading which shows trains operating to or from Philadelphia. The entire collection has come from the files of Bruce Saylor of Audubon, Pa. and includes both official Reading views and photos taken by the late Charles Freed, a signal maintainer who carried his camera on the job.

Getting underway from Reading Terminal, Train 5, the Williamsport Express, is being hauled by G3 Pacific No. 219, the last and newest of RDG's steam locomotives built at company shops in 1948. The consist includes a RPO and coaches for Pottsville (to be detached at Port Clinton) and Williamsport which was located some 201 miles distant in the Susquehanna River's West Branch valley.

Upon the morning of November 17, 1949, G3 Pacific No. 216 threads her way past the maze of interlocking switches at Race Street tower as she completes her 93.6-mile run from Pottsville with Train 2, the *Schuylkill* which was due in Reading Terminal at 9:30 a.m.

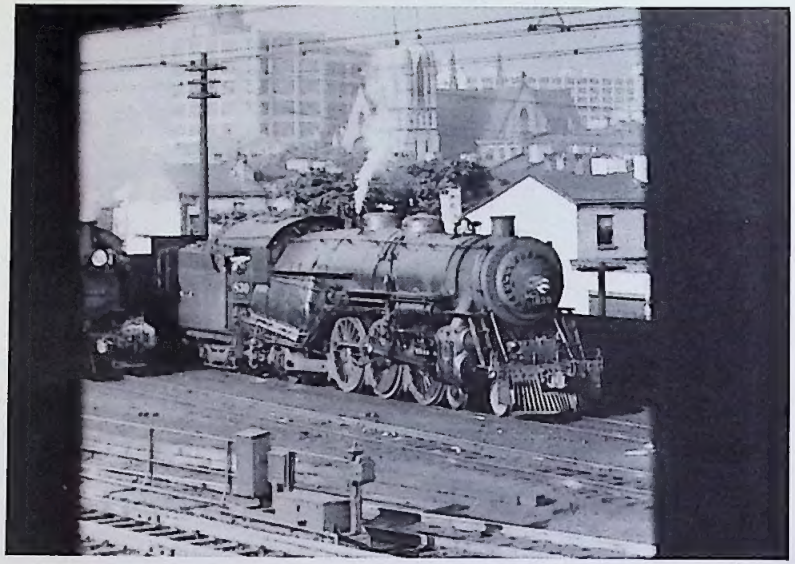
Jersey City is 90 miles and 93 minutes away as train 636, the *Crusader*, departs from track 2 in the Reading Terminal trainshed. The time was 7:40 a.m. on the day of her dedication, February 23, 1938 and for this special occasion, she carried white flags. The official ceremony would be held that evening at 7:15 p.m. after completion of her second round trip to the shores of the Hudson.

Views from track level and above at Spring Garden Street Station show outbound New York expresses. On April 12, 1938, the 2 p.m. *Crusader* rounds the curve with Pacific 117 hauling the 409-foot, 6-inch long, 255-ton stainless steel consist seating 327 passengers. From above at 1 p.m. on June 13, 1937, standard G1sa Pacific 107 had the usual short midday consist of three cars.

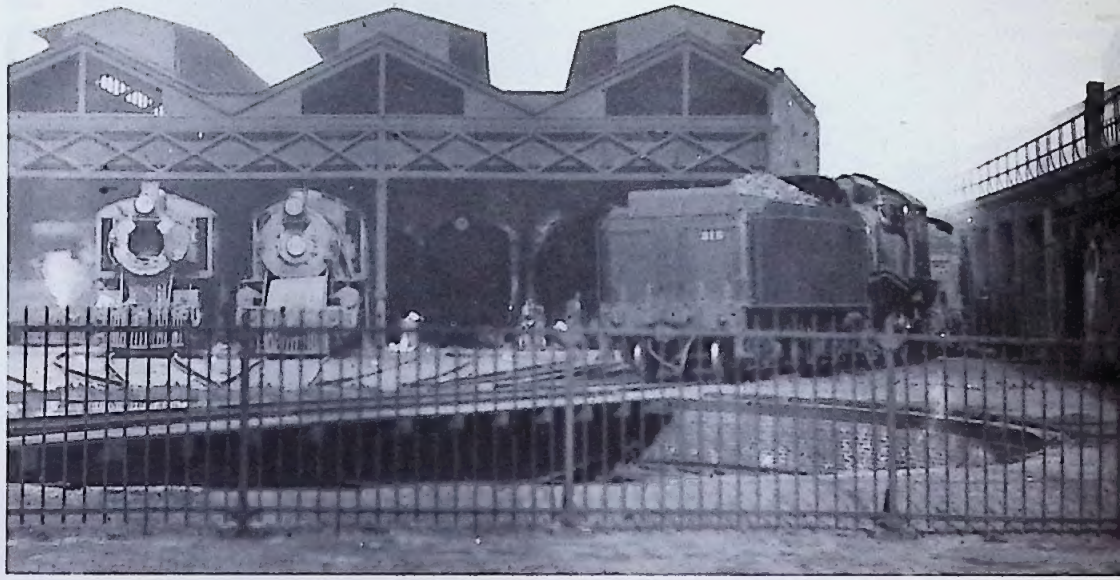
When Reading Terminal was opened in 1893, a double-track elevated line extended to this point, then descended to ground level and was connected to the existing PG&N line. During the period 1906-1914, the four tracked elevated Ninth Street Branch was built in slow and progressive stages to reach Wayne Junction, 5.1 miles away.

The foremost symbol of RDG's heaviest passenger service was the busy Reading Terminal area. On December 1, 1949, the G3 Pacific 213 has arrived in the spacious trainshed and here is seen backing her emty train out and into a storage track. At this time, passenger diesels were but a few months in the future.

Outbound at Spring Garden Street, two F7 units have a long string of Pennsylvania streamlined cars in tow.



Pacific No. 830 backs into the Green Street terminal in a view photographed from the Brown Street Tower window, July, 1942, when World War II is but eight months old.



This scene along the west side of the elevated Ninth Street Branch shows part of the Green Street engine terminal. The turntable is on ground once occupied by the PG&N terminal station of 1851 while the engine servicing shed actually is the old trainshed of that station. Two of the three engines are identifiable in this view of the late 1920's, these being P2b Atlantic No. 315 and L7sb Ten-Wheeler No. 611.

Accelerating vigorously to attain a running speed of 50 miles an hour, L7sb Ten-Wheeler No. 608 bears down upon Brown Street tower as seen in this view from the window. Located 0.9 miles north of Reading Terminal, this interlocking served to switch as many as 80 steam locomotives into and out of Green Street engine terminal each day. Standing on the upper level ready tracks are Pacific No. 201 and 0-6-0 No. 1345.

Power for the *Crusader* waits at the Green Street engine terminal in 1940. *John Gibb Smith, Jr. photo, J&D Studios, Inc., collection.*

In the above scene, Reading Company No. 824 leads three MU cars into Reading Terminal. In the scene to the left, No. 363 leads a two car train outbound past the Green Street terminal where F7 unit #907 waits a call. *Stephen D. Maguire, Collection of Poncho Reid.*

Reading Lines

Again at Jefferson Street tower in June of 1944, P7sb heavy Atlantic type No. 353 comes thundering up track 2 with Train 3, the Pottsville Express. After stopping at North Broad Street Station, she will head out the Norristown Branch.

The quaint little Newtown Local comes into town. This time the vantage point is looking north from Jefferson Street tower as L8se Ten-Wheeler No. 654 jogs down track 3, inbound to the terminal with her two-car train. From right to left, tracks here were numbered 4-2-1-3. Operating directions were east to New York and west to Bethlehem or Pottsville (after 1948).

The photo to the right, taken in the winter of 1949, represents the part of railfanning that came as a surprise to a young fan 20 years old. I had started out by train from Penn Station, N.Y. heading for Pottstown. I had seen some photos in TRAINS MAGAZINE *and I figured this was the place to head to get a lot of photos in one long weekend. With diesels entering the picture, the name of the game was to capture on film as much steam as was possible before the "evils" of the diesel took over forever. After a long week at Wilma Electrical Company, (my father's business at the time), I set out to photograph the Reading for the first time. The mind sometimes plays strange tricks and when I arrived at Penn Station on the Long Island, I headed upstairs to catch a train to Philadelphia and somehow purchased a ticket to Pottsville, which is a far different place than Pottstown. After a stay in a hotel in Pottsville, I woke at dawn to find a place that looked nothing like what I had seen in* TRAINS MAGAZINE. *However, I had learned that Pottsville and Pottstown were not the same place at all and made the best of it by getting what photos I could. The photo of No. 353 was made just before the heavens opened up and ruined the rest of the weekend. I had no idea at the time that the locomotive I had captured on film with my Speed Graphic had once been a 4-4-4 in years gone by or that I would be designing a book on the Reading some 39 years later and find a use for that piece of 4 x 5 film which, by the way, was Ansco Superpan Press, ASA 100. In those days, rain would soon put a stop to action photography as the day grew dark. I even learned how to pronounce "Schuylkill".*

John Krause, Lafayette, N.J.
August 26, 1988

A view from the Diamond Street tower in May, 1942 shows No. 607 and her two car train.

Now moving upline to Diamond Street tower, a morning in May of 1942 sees G1sb Pacific No. 204 coming in on track 1 with Train 14, the *Williamsport Express*. Four trains on the Williamsport run included daytime Nos. 5 and 12 and night Trains 11 and 14, all of which carried great amounts of mail and Railway Express traffic.

VIEWS FROM THE TOWER WINDOW

Approaching Diamond Street tower in July of 1942, a five-car inbound Bethlehem express pounds along track 1 with heavy duty Camelback Ten-Wheeler No. 606 up front. Having 68½-inch drivers and 37,680 pounds tractive force, the big L7sb engines once were extensively used on the Bethlehem Branch where grades of 1.2 per cent were encountered.

Located 2.9 miles from the terminal, North Broad Street Station was opened on September 30, 1929 as a major stop for all trains and to replace the 1885 vintage Huntingdon Street Station which had been a local stop dating back to times of the PG&N. Here we see an inbound Chestnut Hill local of five m.u. cars making the North Broad stop on track 1.

Departing North Broad Station on October 21, 1936, New York Express 607 will make her next (and final) stop at Reading Terminal. G2sa Pacific No. 178 had recently undergone a dramatic rebuilding at Reading Shops to this smooth semi-streamlined style and had been used to pull the first Rail Ramble excursion over the scenic Catawissa Branch through upstate mountain country.

Sixteenth Street Junction, situated 3.5 miles from the terminal, marked the beginning of the Norristown Branch used by all mainline trains to and from Reading and Pottsville and beyond. Hauled by G3 Pacific No. 214, Train 92 rolls past the junction as she brings a nine-car consist into town. In bygone years, this train once ran nonstop from Reading, Pa. to Reading Terminal in Philadelphia.

The Ninth Street Branch was largely elevated as far as North Broad Station, then ran at ground level, soon passing under the west end of Pennsy's North Philadelphia Station in a deep, stone-walled cut. Reaching 16th Street Junction, the trackage area broadened as seen in this view of an inbound Bethlehem Express passing the junction in November of 1945. Camelback Ten-Wheeler No. 608 is running on track 3.

Passing under the bridge carrying Pennsy's Chestnut Hill Branch, G1sb Pacific No. 203 has cleared 16th Street Junction and is inbound on track 1 of the Ninth Street Branch. This view dated October 4, 1949 shows class G1sb as rebuilt in 1947 to the same general appearance as T1 4-8-4's and G3 Pacifics.

As seen out on the job in April of 1939, the neat and trim looking 1347 stood at 16th Street Junction. She was a member of class B7a 0-6-0's numbered 1321-1356 which came from Baldwin and Reading Shops between 1906-1913. Their habitats were widely scattered at points east and south of Reading. Note the high- sided Taylor tender with a steeply sloping rear end, as used on many RDG six-wheelers.

Inbound off the Norristown Branch in July, 1944, G1sb Pacific No. 201 passes 16th Street Junction. This time, the engine appears before her 1947 rebuilding. Nos. 200-204 of class G1sb were built by Baldwin in 1925 to G1sa specifications, except that 80-inch drivers were reduced to 74 inches for use in heavy pulling with long mainline trains as well as on upstate mountain grades and grades of the Bethlehem Branch. Having a 75 m.p.h. speed limit, G1sb power never was seen on New York expresses.

Along the Ninth Street Branch, 16th Street Junction offered the only wide open area for good photography. Here comes an inbound Newtown Local down track 3 with L5sc Ten-Wheeler No. 589 pulling two cars. Like nearly all of RDG's 4-6-0's, class L5sc began life early in this century as fast freight power and was converted and upgraded for passenger work during the period 1917-1922.

The parade of Pacifics, Camelbacks and m.u. trains passing 16th Street Junction was constant and endless. Coming into town with a three-car local from Reading, L8sc Ten-Wheeler No. 697 was an uncommon engine to be seen in mainline service. Built by Baldwin in 1906 as fast freight power, Nos. 690-698 and 700 were converted for local passenger work between 1921-1928 to replace obsolete 4-4-0's. L8sc rolled upon 68½-inch drivers and exerted 31,200 pounds tractive force.

Reading Company RDC's at 16th Street Junction in May, 1964 reflect the changing times since the decade of the 1950's. Jersey Central No. 813 and Reading No. 213, each seen here at 16th Street Junction, may have proven that the number thirteen was indeed unlucky for within a short time the junction would see no more steam.

In November, 1896, Philadelhia & Reading No. 378 was less then one year old having been built by Baldwin in January. After many rebuildings, she was finally scrapped in May, 1930. *Photo by W.D. Stowman, T.R. Katz collection.*

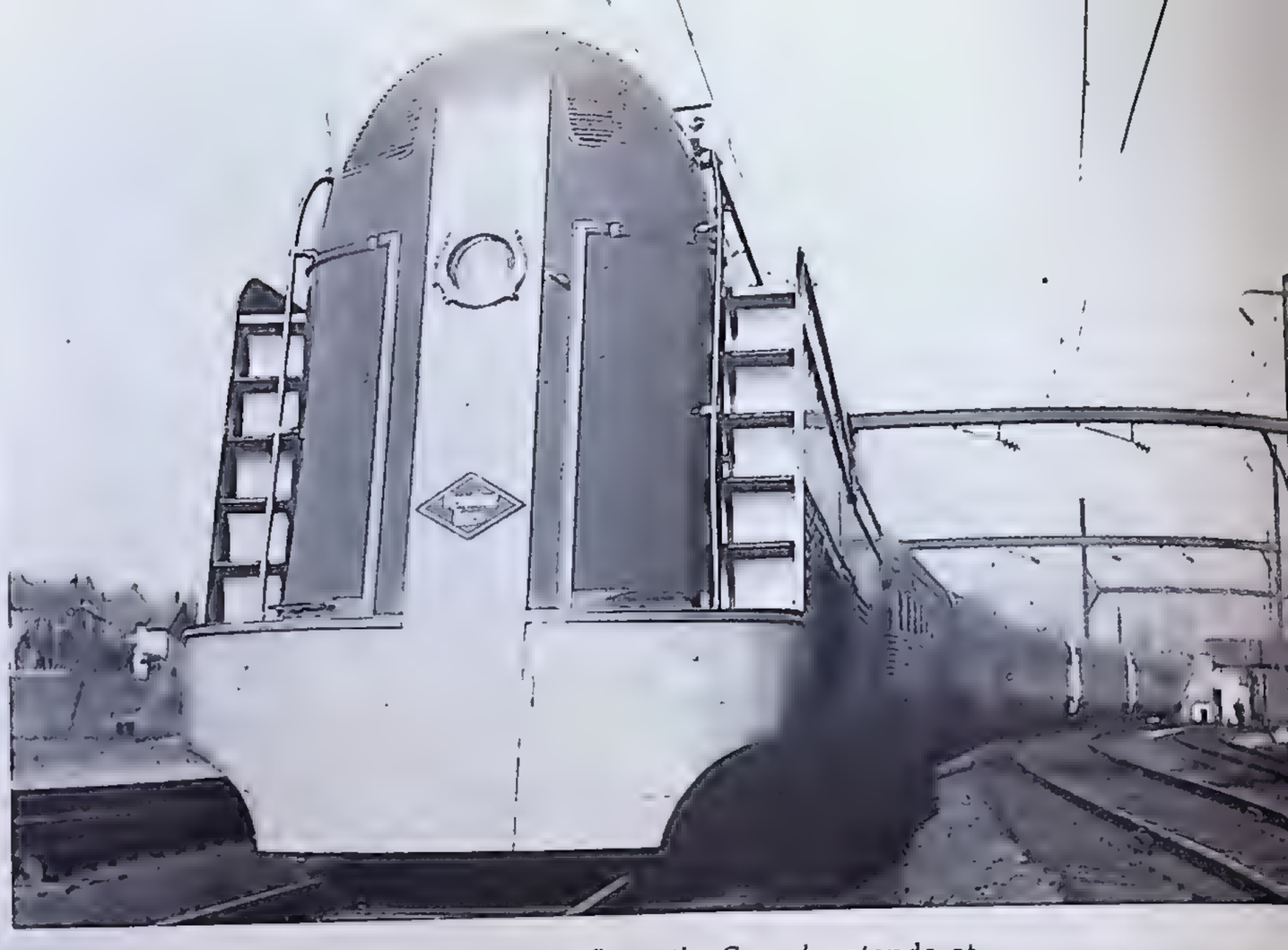
Coming past Logan station on January 11, 1933, L8sc Ten-Wheeler No. 691 has a five-car Bethlehem Express in tow. Note the two lowgrade freight line tracks in the foreground which extended from Nicetown Junction on the Port Richmond Branch to Newtown Junction and was built in 1907 in connection with the New York Short Line between Cheltenham Junction and Neshaminy Falls. All of this provided an easier grade past Wayne Junction and avoided the 1.2 per cent grade via Jenkintown as well as avoiding interference with passenger trains.

A pair of 900's after an exhaustive pull up the freight grade from Wayne Junction roll into Logan in 1914. *Thomas Bateman photo, C. Princess collection.*

Train 602, the 8:00 a.m. departure for New York, was known for many years as the *Wall Street Special*. In 1941, it gained an open platform observation car which was CNJ 1179 taken from the discontinued *Blue Comet*. Finally, on Monday, March 1, 1948, the train became the all-new *Wall Street* re-equipped with six streamlined cars of the latest deluxe design which were home-built at Reading Shops.
Even the engine was brand new, for she was No. 210, first of ten G3 Pacifics. The maiden voyage of the new train is seen here passing Logan station.

The essence of New York expresses was short trains hauled at high speeds by racy looking G1sa 4-6-2's such as the 109 seen here passing Tabor station. Also at Tabor on May 12, 1938, the aristocratic *Crusader* flies by in gleaming glory. The fleet of 30 G1sa engines numbered 105-134 came principally from Reading Shops during the period 1916-1923, but the final five engines were built by Baldwin in 1924. They could be found on all three main routes running out of the terminal as well as in New Jersey on the PRSL.

Jenkintown, at 10.8 miles from the terminal, was where the New York and Bethlehem Branches split and went their separate ways. Here, the G2sa Pacific 175 has a usually short Yorker overpowered by RDG's largest 4-6-2 type. G2sa engines 175-179 were built by Baldwin in 1926 and often were reserved to haul the longest and heaviest trains.



Flying white flags, the Crusader stands at Jenkintown on a demonstration and publicity run on November 29, 1937.

On January 16, 1932, we were again at Jenkintown to see G1sa No. 111. Early trademarks of 4-6-2's were round number plates, oil lamp classification lights and small tenders for hand firing. Gold striping was not in vogue until about 1931.

Canadian National No. 1533 and Cliffside No. 40 are heading for their new home at New Hope on the New Hope & Ivyland tourist operation. At Jenkintown they paused long enough to say hello to the experimental cars of the U.S. Department of Commerce, testing on the Reading. *Photo by Rusty Kaynine, Collection of J&D Studios, Inc.*

G1sa Pacific No. 111 at Jenkintown with another New York express. This was RDG's busiest suburban station and a place where all trains, including expresses and locals, were scheduled to stop.

Reading Lines

Along the New York Branch, G1sa Pacific No. 111 has fast and easy running with a combine car and two coaches.

Designed by Motive Power Superintendent I. A. Seiders in 1916, RDG's original acquisitions of G1sa engines built at Reading Shops were to replace 4-4-2's on New York Expresses (including through B&O trains) and for the Atlantic City Railroad. By 1927, B&O's P7 President class Pacifics had taken over all through runs between Jersey City and Washington. At Parkland, here comes G1sa No. 106 with four cars.

Pacific No. 118 comes rolling through Parkland on July 18, 1934 with a three-car train.

In this vintage shot of G1sa No. 114, we see the engine with a round number plate and presenting an overall look that differed in many details from what we were accustomed to seeing by the 1940's. For reasons unknown, she is running west on the eastbound track of the New York Branch.

There's a lot of history attached to these two photos taken at Trenton Junction on March 14, 1930. Electrification was 16 months in the future and the station then would be renamed West Trenton. Also, note that G1sa No. 117 is seen here some seven years before she received her *Crusader* garb and she is pulling an unusual consist for the New York Branch, this one having two baggage cars, a combine car and two coaches.

The M1sa Mikado 1705 heads up a westbound B&O through symbol train. In line with B&O practice, these trains carried numbers in the 680 and 690 series on RDG/CNJ rails, the number "6" being dropped once on the B&O. At this time, the RDG engines operated to Wilsmere yard near Wilmington.

More history of the Reading Company took place on March 21, 1976 when the Philadelphia Chapter of the N.R.H.S. ran a *Farewell to the Reading* trip. Here at West Trenton the crowd pays their last respects. *Photo by Bob Storks, Collection of Max Meadows.*

Electrification had reached West Trenton on July 26, 1931 and so we see M1sa Mikado 1714 running along under the catenary. Jersey City freights on the New York Branch came from the B&O, Port Richmond or Reading while coal drags from Abrams yard (near Norristown) were destined to the Port Reading Branch.

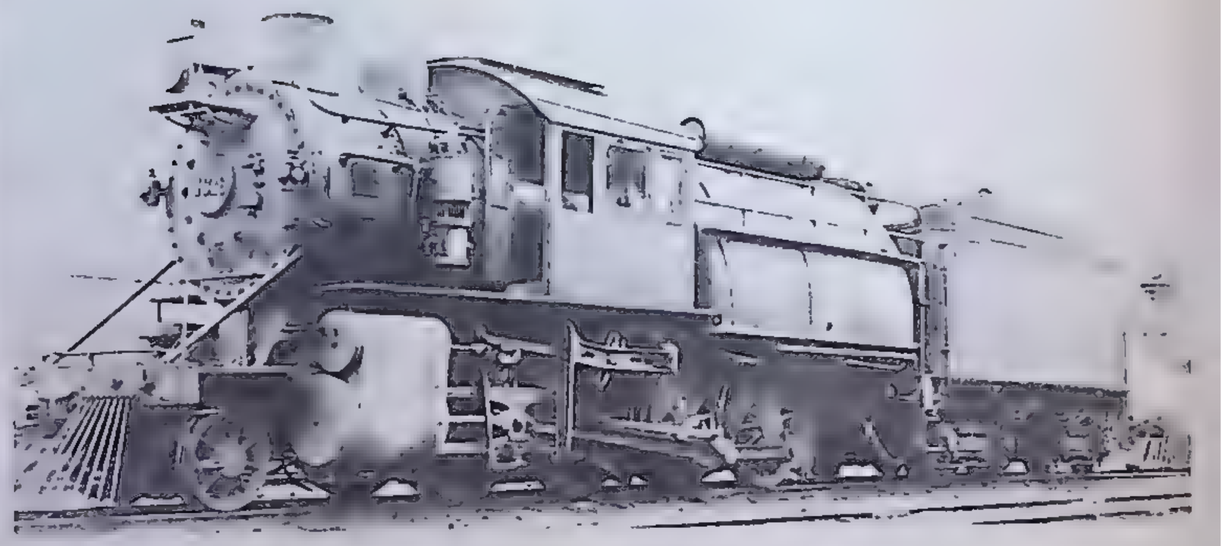
Passing under a classic steel signal bridge spanning four tracks at Skillman, N.J. on August 16, 1938, G1sa No. 107 has a mixed consist of six cars. Two coaches, a baggage car, a combine car and two more coaches suggest that some deadheading equipment was in the train.

Most of us can recall G1sa No. 108 as one of RDG's two beautiful semi-streamlined engines, but here she is at Trenton Junction on March 14, 1930 - some four years before her transformation.

The late R.P. Morris caught No. 108 at Bound Brook, New Jersey taking water on the fly. The date was September 26, 1936, some six years after the photo taken at Trenton Junction. *R.P. Morris photo, B.D. Roy Collection.*

Locomotive No. 108 stands for her portrait after receiving the semi-streamlined look. *Rod Dirkes Collection.*

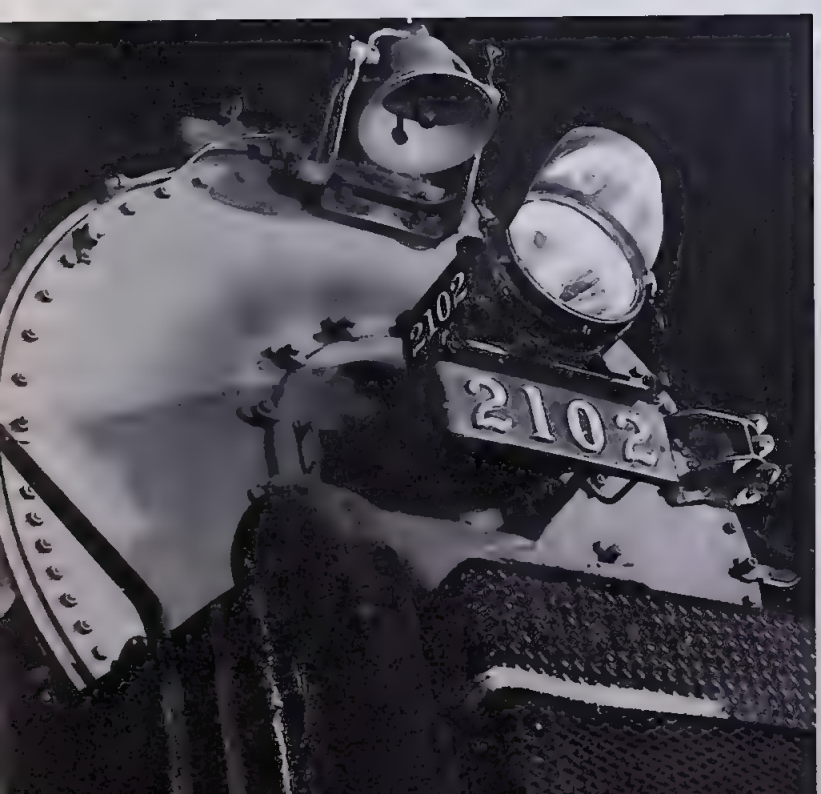
Among the engines assembled at Erie Avenue on July 6, 1937, Consolidation No. 1575 was one of several such hogs that worked local freight over the Newtown and New Hope Branches, the main routes and the Bethlehem Branch milk train. The quite ubiquitous and all around utilitarian I8 group of 117 engines dated from 1905-1906 when Baldwin built 65 of them for heavy duty coal drag service where they hauled 5000-ton trains down the Main Line.



Reading Shops between 1910 and 1914 built an additional 52 engines to make an overall numbering series 1501-1617 and, with upgradings, classes I8a, I8b, I8sb and I8sd for various engines.

Standing at Erie Avenue on April 18, 1948, the 1470 stands ahead of the heavily smoking Consolidation 1612. Class B9a 0-6-0's Nos. 1451-1470 were the largest of their type on RDG and possessed the exact configuration of their big road service cousins. They were built at Reading Shops between 1916 and 1918 and could be found at numerous places where heavy switching work was required.

Erie Avenue Terminal was alive with steam power in 1948 when Northern No. 2110 and sister 2120 were being serviced. No. 2126, with rods down, posed for the photographer in the grand old tradition. No. 2102 keeps the memories of steam alive on the Blue Mountain & Reading at Temple, Pennsylvania. Photo of 2102 is from the collection of *G.M. Heathcliff*.



Reading was the only railroad to operate 0-4-0 Camelbacks. Number 1147 was the first in the series built at the Philadelphia & Reading shops and is seen here at West Falls, January 9, 1938. *Collection of Harold K. Vollrath.*

Sister No. 1158 is also at West Falls backing across the bridge towards the tower. The date is October, 1945 and in a few short years steam will be gone from the roster of the Reading Company.

Located immediately west of the Birdsboro station and BO Tower, the plant of E. & G. Brooke Iron Co. was a blast furnace operation producing pig iron ingots. In 1945, RDG sold A4b 0-4-0 Camelback 1187 to this company where she became No. 4. Here, as the last surviving Wootten 0-4-0, she became a big attraction and soon was carrying an excess of lettering on her tender declaring her the property of Colorado Fuel & Iron, Wickwire Spencer Steel Division, E. & G. Brooke Plant. In 1962, she was sold to the Strasburg tourist line where she remains today, but in non-operable condition.

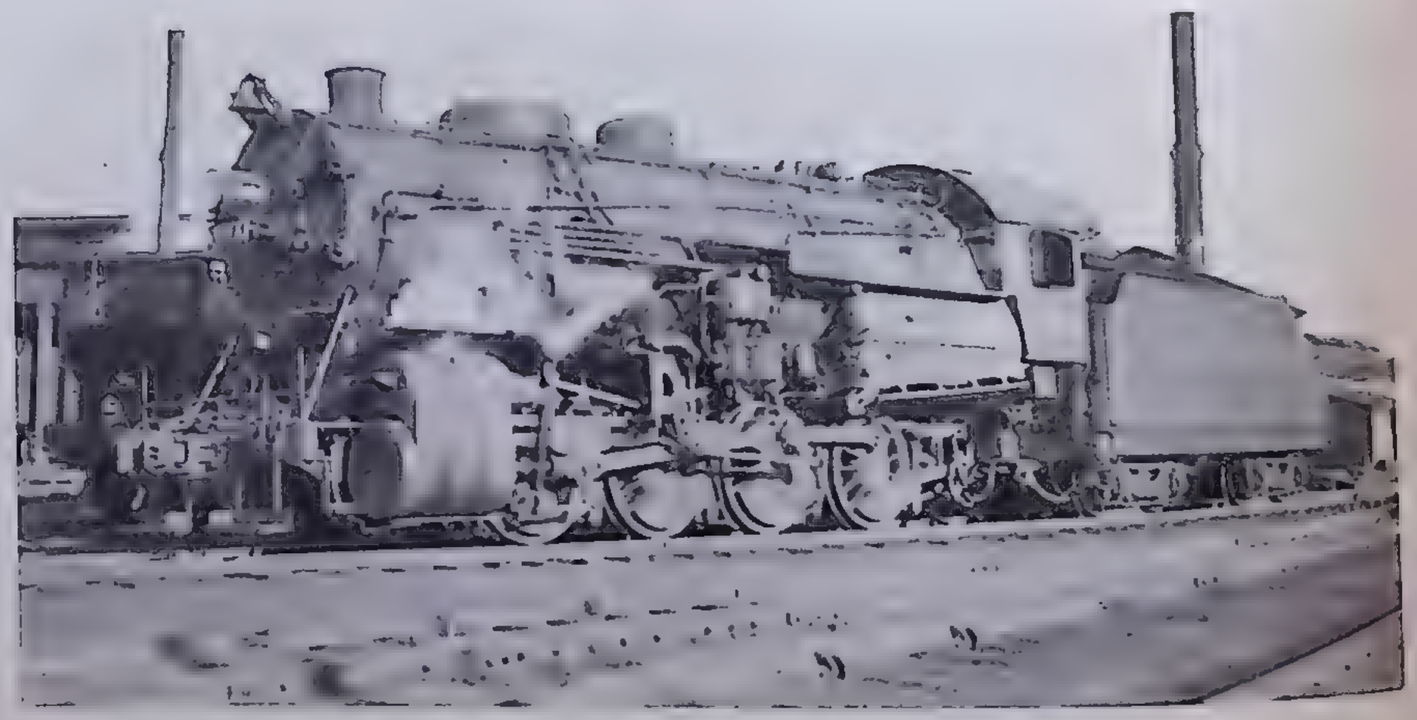
Class A4b pre-dated the A5a and was a product of the Levi B. Paxson design era with squared off and bulky proportions. They were built in 1902-1903 by Baldwin and had 50-inch wheels and a tractive force of 20,890 pounds.

Strasburg 0-4-0 No. 4 began as a Reading property, worked a second career at a steel mill and then handled the tourist line's trains in lower Pennsylvania. It survived duelling: the Camelback whistle competed with a Reading Ramble 4-8-4's on an unforgettable sound recording made at the Birdsboro plant. In July 1965, its quill fought off calls of pet peacocks outside Strasburg. *H. Reid*

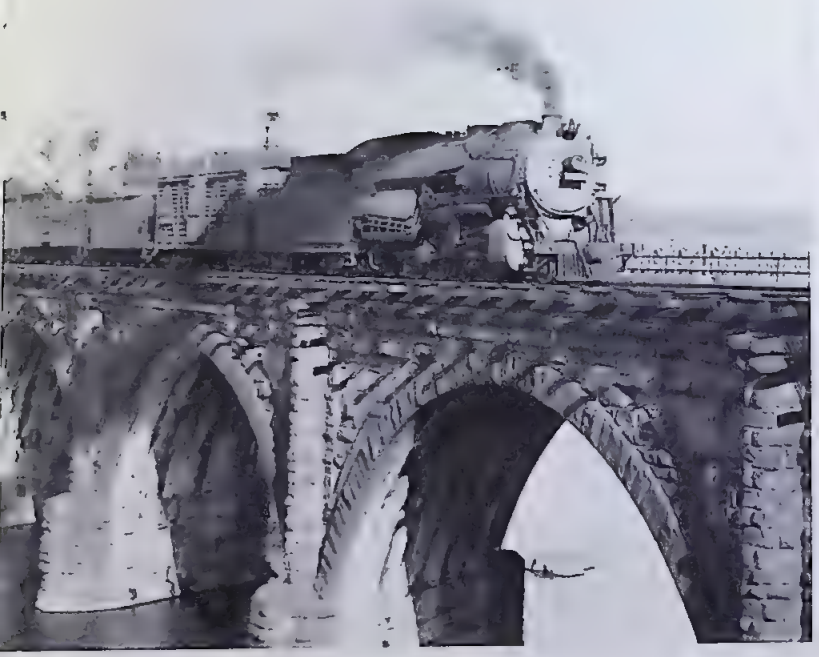
Class B6a 0-6-0's Nos. 1311, 1312 and 1314 dated from a time when RDG was getting into the bituminous coal hauling business in a big way via connections from B&O and WM. Thus, a great many bituminous-burning engines having narrow fireboxes were acquired, the B6a coming from Baldwin in 1903. These were RDG's only non-Wootten boilered switchers when the 1311 was seen at Erie Avenue on June 18, 1940.

The old style configuration of 1424 tells us that her heritage dated back to late years of the 19th century when Levi Paxson designed a large group of I4a 2-8-0 drag freighters numbered in the 900 series and built by Baldwin between 1892 and 1896. Newer and larger engines eventually rendered them both obsolete and surplus, but during the period 1916-1922, Reading Shops converted 27 of them to class E4a 0-8-0's numbered 1410-1436. Their tractive force was equal only to that of an 0-6-0, yet RDG got a number of economically priced yard goats which were used at many places. The 1424 at Erie Avenue in June, 1936 often was used to push Bethlehem Branch freights up the 1.2 per cent grade through Fern Rock.

Designed with 50-inch drivers and a 9-foot wheelbase in order to nearly equal the ability of 0-4-0's in negotiating sharp curvatures of track, class B8b 0-6-0's Nos. 1393-1399 were found only in the Philadelphia area. Reading Shops built five of them in 1913 and two more as late as 1921. They were the last surviving Camelbacks on RDG with 1951 retirement dates. Note piston valve cylinders. This view was at Erie Avenue on March 14, 1948.



Outshopped by Baldwin in 1924-1925, the E5sa 0-8-0's Nos. 1490-1499 were clearly patterned after heavy I10sa 2-8-0's. These brutish eight-wheelers were RDG's largest and most powerful steam switchers as well as being the last to be built and the only ones having superheaters. They were employed at such places as Bridgeport, Rutherford and Tamaqua. In November of 1938, we see the 1494 at Bridgeport enginehouse from where she was dispatched to nearby Abrams yard for heavy coal train switching.



On October 27, 1938 engine No. 2039 has passed the West Falls tower and is heading across the Schuylkill River as her booming exhausts challenge the grade ahead.

Giant I10sa Consolidations were employed to haul 125-car coal drags weighing 10,000 tons down the Main Line from Tamaqua or St. Clair to West Falls where pusher engines were then required to climb one mile of the 0.8 per cent Nicetown grade on the Port Richmond Branch.

Northern No. 2127 leads her train past the West Falls tower after crossing the Schuylkill River on October 13, 1948.

Pacific No. 201, running light, heads past the tower at West Falls on January 30, 1947.

THE BRIDGES ACROSS THE SCHUYLKILL

Jersey Central 2-8-2 No. 865 is crossing the B&O's Falls Bridge heading for Wayne Junction.

Baltimore & Ohio's *Lord Baltimore*, an experimental 4-6-4, at West Falls on November 30, 1938.

Pennsylvania Railroad's K4 Pacific No. 850 leads a GG-1 on Reading tracks at West Falls, August 16, 1947 on a detour move.

Two B&O President class Pacifics with No. 5301 on the point, head across Falls Bridge February 8, 1946.

Jersey Central 2-8-2 No. 864 is seen crossing Falls Bridge on July 7, 1947.

Reading Lines

Northern No. 2110 poses on the West Falls Bridge on October 24, 1946.

Reading No. 2105 has passed West Falls Tower and crosses the Schuylkill River before hitting the grade.

Falls Grade action on December 7, 1945 saw I10sa Consolidation No. 2003 hitting the hill with a short train and no pusher. The grade had three running tracks, two eastbound and one westbound. The outside eastbound track was used by trains coming off the Blue Line bridge, these being B&O passenger and connecting freights. Located at the head of the grade, Nicetown tower controlled diverging routes to Wayne Junction and the Jersey City lines or to Port Richmond yards.

Reading's strength laid in the strength of industry which it served. Moving eastbound past the Pencoyd Iron Works near the Philadelphia city line, M1sb Mikado 1732 was photographed on September 30, 1933. Rare on the RDG was her graphited smokebox which was seen only on an occasional locomotive.

From a vantage point located high upon the rock-walled bluffs of Philadelphia's Manayunk area, this panoramic view looking west across the Schuylkill valley shows a westbound RDG freight making its way along the opposite riverbank near Flat Rock tunnel. Industrial buildings in the background belong to Container Corporation of America. Along the east side of the river are electrified Norristown Branches of both the Pennsy and RDG.

Looking back through the decades to October 22, 1928, we see I10sa engine No. 2039 hustling along at Flat Rock tunnel with a westbound general freight on its way to Rutherford. The probable destinations of westbound freights leaving Philadelphia usually could be determined by the ownership of cars in the consist. Numerous B&O, PRR and WM cars denoted a Rutherford-bound train; Erie, NYC and western lines cars went to Newberry Junction which NYC regarded as its gateway to the Atlantic Seaboard at Philadelphia; finally, CNJ, D&H and LV cars were enroute to Allentown via the Perkiomen Branch. Trains of empty RDG hoppers for the mines were being returned to either St. Clair or Tamaqua.

Steaming along upriver, I10sa No. 2002 is approaching Flat Rock tunnel. This 940-foot long bore was dug through a hill as part of the 1839 construction of the original P&R line and got its name from the hill and nearby dam in the river. Developed as one of America's earliest industrial regions, the Schuylkill valley had dams to power factories and a highly developed canal system; that is, until the P&R came along and soon put it out of business.

Coming eastbound and emerging from Flat Rock tunnel on March 11, 1933, I9sb Consolidation 1907 heads down the West Side freight line and soon will reach West Falls. Note the automatic block signal for the westbound track and telltale wires near the tunnel portal. Built by Baldwin between 1918 and 1922 and based upon the I8a Camelback design, 100 slightly enlarged I9sb hogs had smaller drivers of 55½-inches and were very rough riders. Their numbers were 1625-1699 and 1900-1924. Like the I8 group, they were a universally used engine seen just about anywhere along main routes pulling and pushing heavy trains.

Situated some 21.5 miles west of Philadelphia at the edge of Valley Forge Park, the tiny Port Kennedy station stood along the four-tracked Main Line. Here, on March 24, 1949, we see G1sb Pacific 202 passing by at a rapid pace with train 5, a Pottsville express. Until recently, this had been a Williamsport train, but drastic passenger train cutbacks in September of 1948 left only one daily round trip as far as Shamokin (plus two additional trains on Sundays only) while all other trains ran only to Pottsville. Engine 202 is seen as rebuilt in 1947 with the "new look" while unseen was her new General Steel Castings one-piece, cast steel locomotive bed. She also got new Delta type cast steel trailing trucks and a larger tender. The 202 apparently was a special service engine because she seemed to turn up on numerous excursion trains.

This vintage shot of September 23, 1930 at Port Kennedy shows M1sb Mikado 1736 moving slowly along eastbound track 4 with 7500 tons of black diamonds in tow. Thirty M1sb engines built by Baldwin in 1916-1917 and having Nos. 1727-1756 were originally assigned to coal drag service because of their small 55½-inch drivers and consequent hefty tractive force of 60,690 pounds. The last ten were rebuilt in 1929 with 61½-inch drivers and, by 1943, all 57 of the 2-8-2's had received the larger wheels and were known as M1sa.

Again at Port Kennedy, the date was September 23, 1929 when M1sa Mikado 1750 came hurrying along track 3 with a westbound consist of general freight. Note the old style round number plate on the smokebox of this M1sa recently rebuilt with 61½-inch drivers from an M1sb. Prior to the 1940's, M1sa engines 1700-1726 and 1747-1756 with 215 pounds steam pressure developed only a modest tractive force of 54,700 pounds.
Although built for coal drag work between 1912 and 1917, RDG's fleet of 57 Mikados served for 25 years as the principal fast freight power until T1 4-8-4's came in 1945.

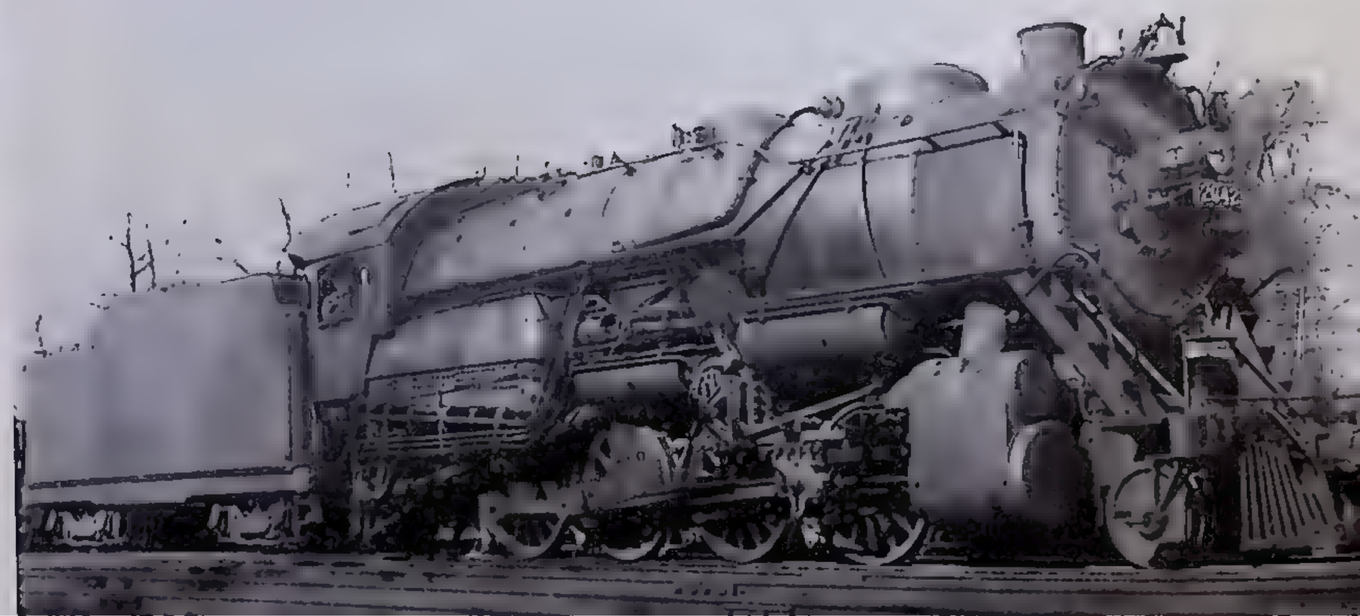
The photo taken at Royersford station over 50 years ago brought back many memories as I was designing this book. In 1935 I was a kid of six years old and my father had a 1932 Chevrolet which no doubt was purchased for a price of $475.00 as the billboard in the photo states. My uncle had a Ford V-8, a brand new convertible, that stood in the driveway next door. Just think, a brand new Chevrolet complete with a 60 horse power motor that would go 65-70 mph on highways of yesterday when many had no speed limits. The man in the three piece suit seems to be looking at someone less fortunate who may be well waiting for a freight to hop, for after all, these were Depression days.

I came across Stephen Mcguire's photo of a Reading Pacific with a 1935 Ford waiting at the crossing for No. 120 to clear out of town and that led to recalling the art work H. Reid did for OLD DOMINION STEAM *just published by J&D STUDIOS, Inc. Funny how one thing will lead to another and how small pieces of yesterday fall together that add up to a small human interest story. For, after all, trains and cars were for people, were they not? Many things happened in 1935 that affected my life in future years. My interest in Lionel Trains was starting up and in Akron, Ohio the first group of Alcoholics Anonymous was starting up which was to affect me greatly in later years. I often wonder if those two founders of AA may have had me in mind even then. In 1985, 50 years later, that which Dr. Bob and Bill W. started saved my life when a man by the name of Steve Delahunty opened the door to my first meeting. Time changes everything, it is said. The Reading Company is gone along with the 4-6-2's and autos cost many times more and are restricted to 55 MPH in most places. You seldom see anyone in a three piece suit anymore and the only place you may see a 1935 Ford or Chevrolet is in the hands of a collector. Long shadows of yesterday in a modern world of jets and faster speed. Heck, when you think about it, Stephen Maguire took that photo in Wildwood, N.J. which isn't but a days ride from Phoebus even in 1935. Wonder if one was painted blue and the other gray?*
John K.

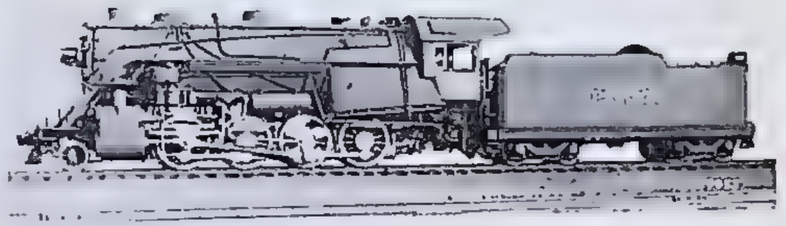
Reading literally was a coal conveyor belt on wheels moving 40 million tons of the stuff a year, all of which represented 59 per cent of the road's total freight tonnage. Thus, RDG's main eastbound routes saw a steady and unending procession of coal trains such as this one photographed on March 14, 1944. The engine is I10sa No. 2017 seen here plodding along the Main Line at an economical speed of perhaps 15-20 miles an hour.

U Tower at Phoenixville was where the four-tracked mainline dwindled down to double tracks for the 4.5 miles to Royersford, this stretch containing the 1931-foot long Black Rock tunnel opened in 1838. Back on May 28, 1936, the heavily smoking I10sa engine 2025 comes west past U Tower with a symbol train.

The great size and stature of the mighty I10sa boasted of 27x32-inch cylinders and a Wootten grate area of 94.5 square feet, these being dimensions carried right over into the design of T1 4-8-4's.

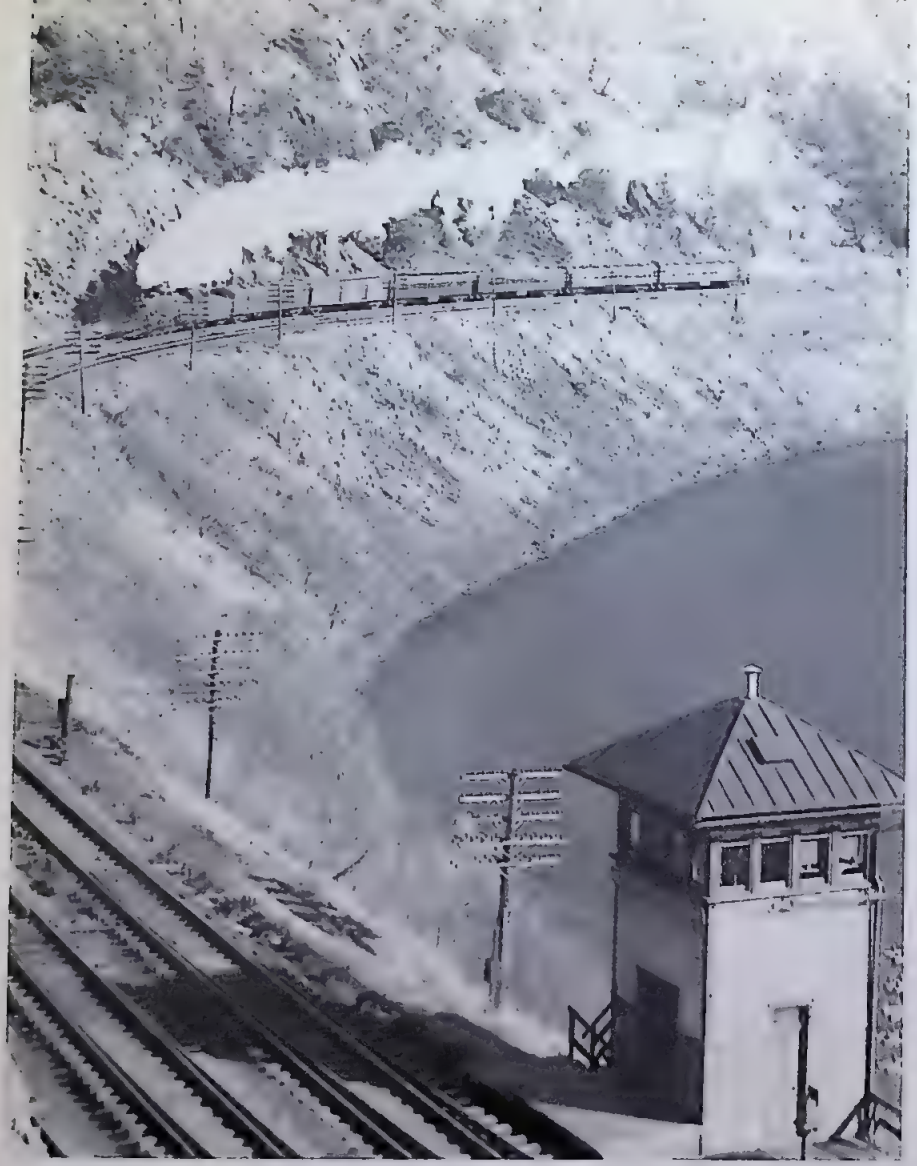


Eastbound at Birdsboro, I10sa engine 2016 has just come off the 12.9-mile Reading Belt Line that bypassed the city of Reading and here we see her heading down track 4 along the bank of the Schuylkill. This stretch of four-tracked mainline extended to Royersford, 17.5 miles to the east.



Reading T1 2123 was one of the 30 such locomotives built at the Reading shops between 1945-1947 using certain components from 30 of the I10sa 2-8-0s.

The early years of diesels on the Reading found FT set No. 250 a subject for night photography and No. 252 posed up for her official photograph shortly after delivery. Sister unit No. 251 hauls a freight through Birdsboro in 1954 in a photo by Pete Marchetti. Even Alco got into the act with a RS-2 on a passenger train near Birdsboro, way back when. The night photo is from the collection of Herbert Havelski.



Closely following the Schuylkill riverbank west of Birdsboro, the Main Line squeezed between Neversink Mountain and the river as it made a big horseshoe bend at Klapperthal Junction. This junction was the beginning of the Reading Belt Line's single westbound track and location of the steepest ascending grade (0.3 per cent) between Philadelphia and Pottsville.

Upon another occasion, the photogenic Klapperthal curve provided the backdrop for this view of yet another new train making a pre-inaugural trial run. On November 8, 1948, six days before her first scheduled run from Pottsville to Philadelphia, the six-car *Schuylkill* cants to the wide sweep of the curve with G3 Pacific 219 on the point. The train made two round trips each weekday and one on Sundays while one weekday set saw an RPO car on trains 2 and 7. The train also included a buffet-grill car named *Schuylkill*. Its 93.6-mile one-way route was covered in two hours and 30 minutes with ten intermediate stops.

On November 29, 1937, the brand new *Crusader* train is seen passing Klapperthal on her pre-inaugural publicity and press run to Hershey. Exactly two weeks later, she entered service between Philadelphia and Jersey City.

READING

Reading undoubtedly was second only to Philadelphia as a hub of business with branches extending out in seven directions and a constant flow of trains passing through numerous junctions. Big rail facilities here were the system's main locomotive and car shops, the busy yard and historic Outer Station dating from 1874.

Line-up of locomotives seen at Reading includes D11s American 412, L5sc Ten-Wheeler 597 and L4e Ten-Wheeler 569. The first two engines were often seen running on the three-car passenger train that once covered the Wilmington & Northern Branch to Coatesville as trains 701-710 and the Reading & Columbia Branch as trains 901-910.

In a photo taken on a long forgotten fan trip some 50 years ago, 2-8-8-0 No. 1827 posed at the Reading station so the well dressed fans of yesteryear could point their folding cameras in her direction. The fireman is "king for the day" as he watches the crowd of fans photograph his iron horse. The wooden baggage car ahead of the locomotive with Railway Express Agency in bold letters, the baggage carts with wooden wheels and iron tires, arc lights over the platforms are all fading memories of the steam era. The old banjo signal seems to stand as a sentinel guarding a part of the American scene in hope the sights and smells of the railroad depot would never change. The years raced along and hardly anyone goes down to park at the station anymore just to watch the trains and people come and go. I wonder if Rod Dirkes had all that in mind when he produced this on his 116 camera?

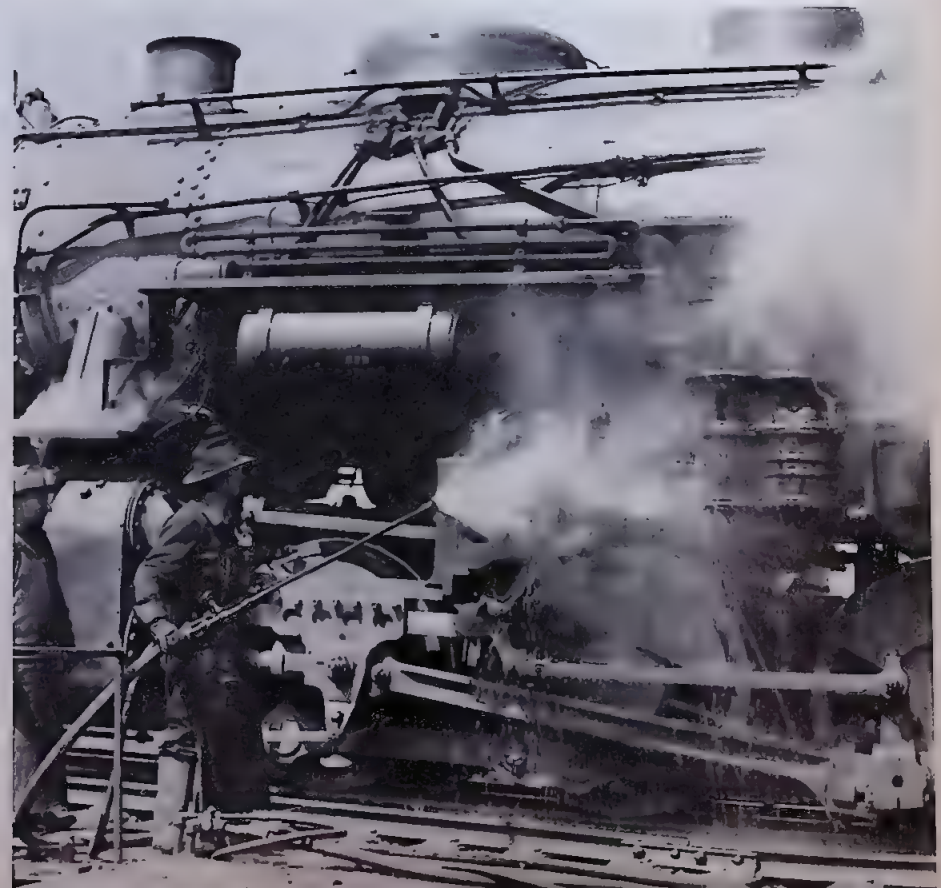
In this view taken at the roundhouse, we see the single engine of class B4a which was the 0-6-0T switcher No. 1251 used exclusively at the shop complex. She was built by Reading in 1918 and today is an exhibit at the Pennsylvania Transportation Museum in Strasburg, Pa.

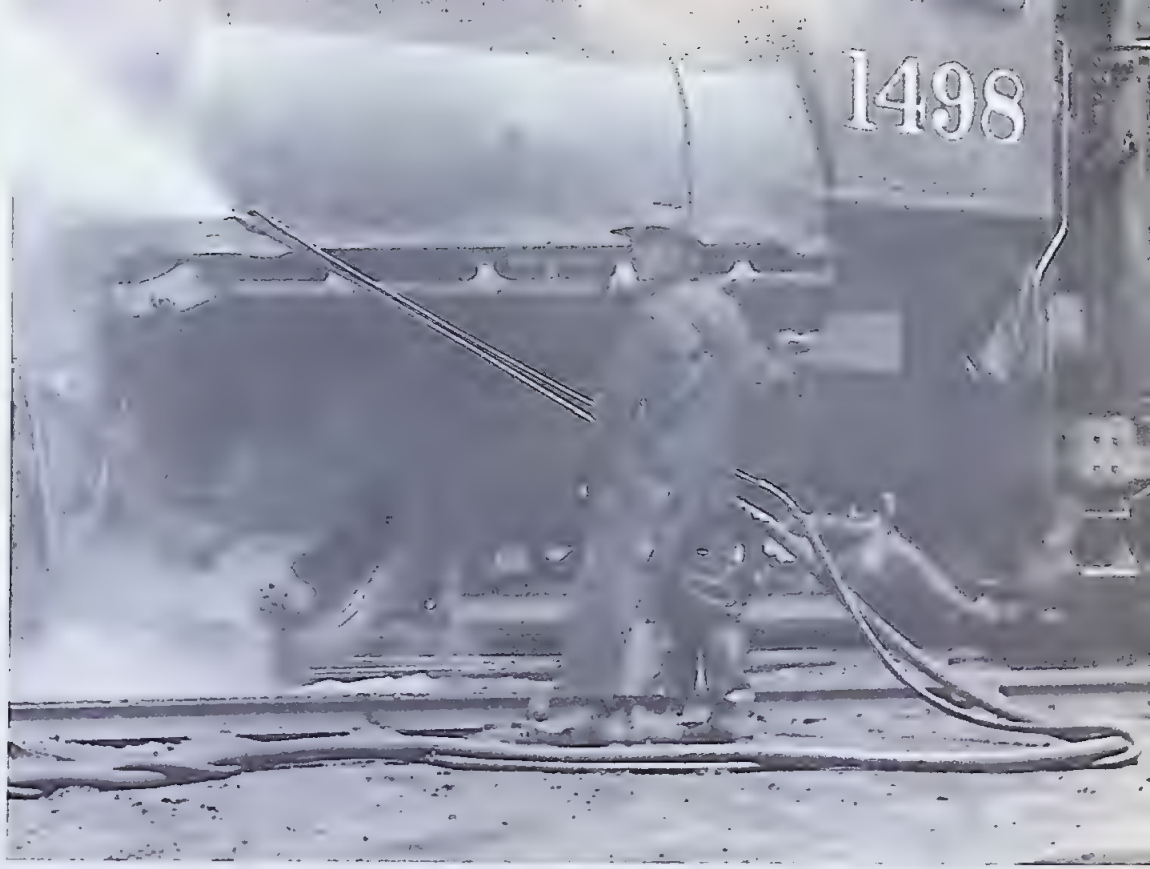
The terminals and the railroad yards and the men who made the trains run and kept the locomotives up to par were often neglected by the early fan who wanted his "rods down" roster photo. But it took thousands of men, many working hard dirty jobs to keep the iron horse and the tracks they ran on in good repair. Even the men and locomotives that worked the lowly switch jobs were often forgotten. The next pages of this book are dedicated to those who kept the show on the road, the men of the Reading.

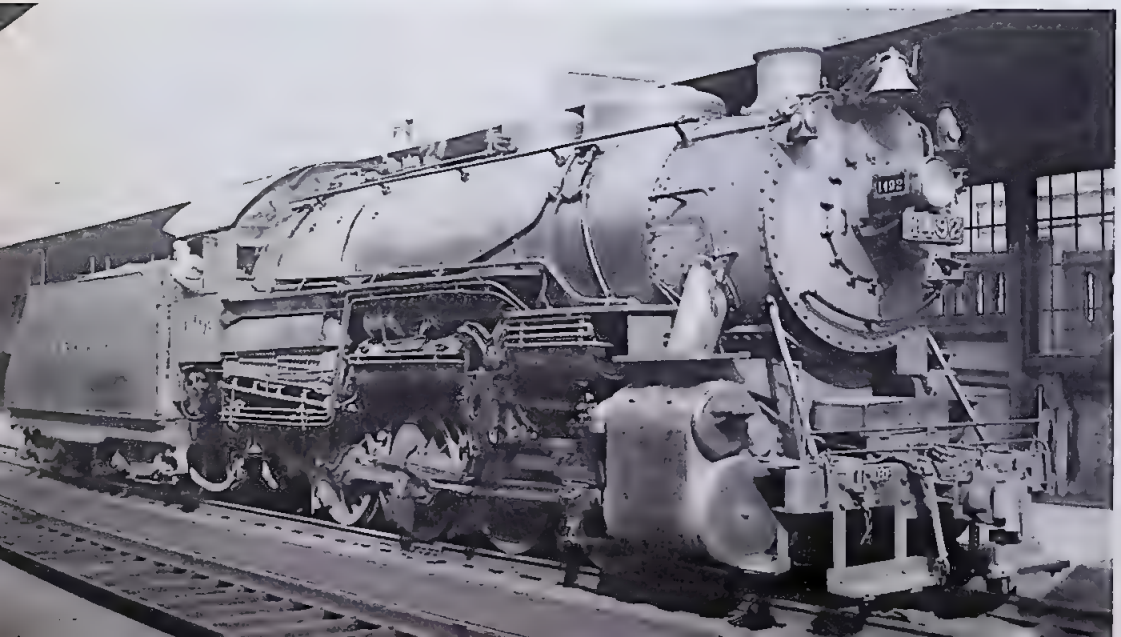
903

It has been a good many years since Al Traz and I hung around the railroad yards when steam was king. Instead of baseball or football after school we were almost daily visitors to the railroad scene where we would talk to the men working on the locomotives and equipment. One of the old firemen, his name being Anthony Salokas, called us the roundhouse cats. Al and I often sit with Joe Salokas, Anthony's son, down at the club house in Newton, N.J. and talk over the good old days on the Reading in the coal fields. Joe will talk of his father, telling him about those two young ones that would hightail it to the railroad yards after school to hear the men tell them tall tales of railroading. When Al and I took on this book project for John Krause and Ed Crist of Associated Artists of Dixie, you might say Al and I had our paws already in the door of the project. Al and I are retired now and plan several books on the Reading and working with John and Ed has been a lot of fun getting it all designed. The human interest angle was Al's idea as he was more or less the "writer" back then while I used my mom's folding camera to take the photos. Al would kid and say — someday we will do a book. After school, Al and I sort of lost touch as he moved to the west coast near San Francisco and I moved on finally to Long Island. As fate would have it, Al and I met up again two years ago at a club meeting in Middletown, N.Y. and discovered we now live near each other again. As Al said, our pussyfooting days are over, so let's write the books we talked about those long years ago, and let's get some human interest into it and less nuts and bolts details. These pages are from the selection of photos Al and I dug up to show the men at work, maybe some of the same men that told the two "roundhouse cats" those tales of the high iron many, many years ago.

G.M. Heathcliff







Above: A.M. Henthcliff Collection
Left: Rod Dirkes

Just north of the Outer Station in Reading, the railroad bridge over Oley Street was being rebuilt on November 18, 1920. This vintage shot of the work in progress shows Ten-Wheeler 569 standing to the left and obviously was being used on a work train assigned to the bridge project.

In a rods down roster shot, No. 569 is shown some 15 years later at Reading, Pennsylvania. *Rod Dirkes Photo*

The crane was at work again at Bethlehem in mid-winter 1935. Number 204 had stubbed her toe on some ice packed into the switch points. The look of the cold Pennsylvania winter makes you cold just to think about the men working to get the locomotive back on the rails. Rod Dirkes was on hand with his trusted 116 camera and took these remarkable photos. Two years later, R.P. Morrris caught the No. 204 under better conditions in bright sun at Tamaqua.

Coming from Harrisburg over the 53.4-mile Lebanon Valley Branch, Train 102 nears Reading where she will pull into the Outer Station and make a connection with mainline Train 2 for Philadelphia. Note the old style round number plate on her smokebox in this scene of about 1930. The P5sd Atlantic 341 is wheeling along at high speed which was quite a common trait of such engines. While Camelback 4-4-2's by the early 1920's had been downgraded to hauling local trains, they can be remembered as being the pride of the fastest New York Express service and Atlantic City flyers.

Granville Thomas caught the No. 341 at Husted, New Jersey on the Pennsylvania-Reading Seashore lines in 1942.

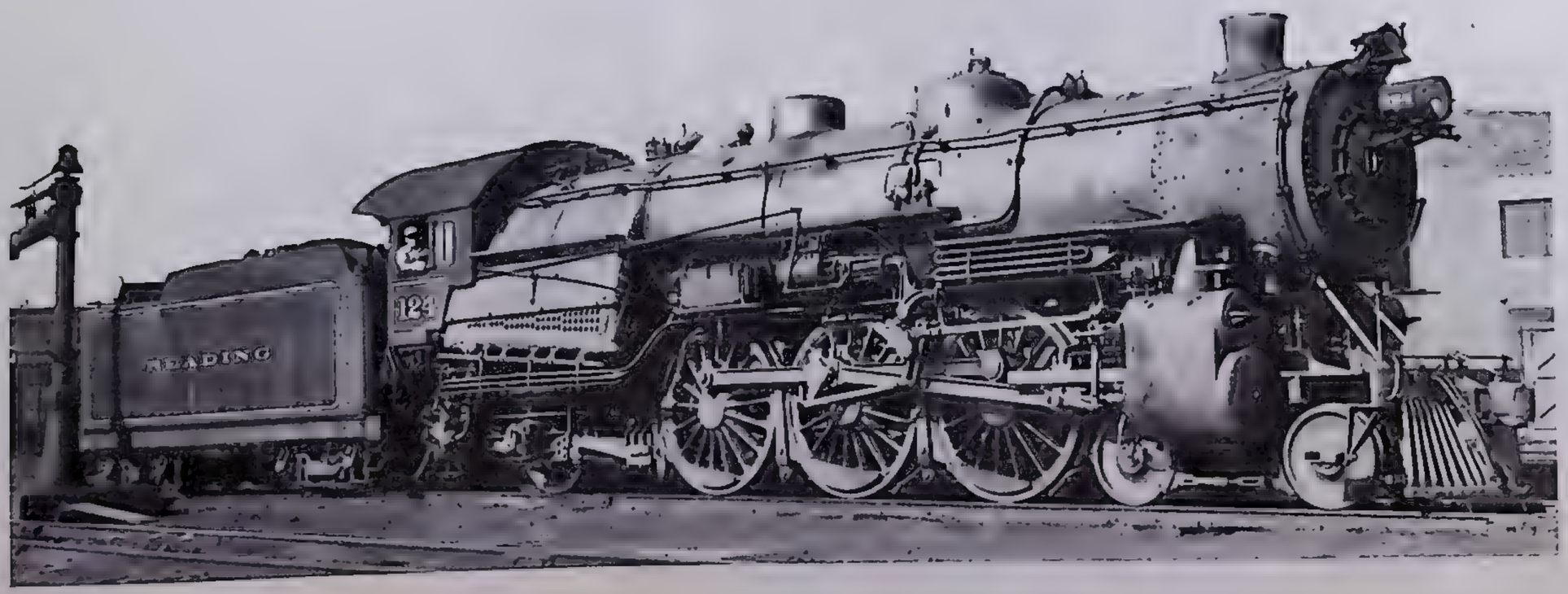
The photo of No. 340 dates from July, 1924 and was taken at Atlantic City. *Collection of Harold K. Vollrath*

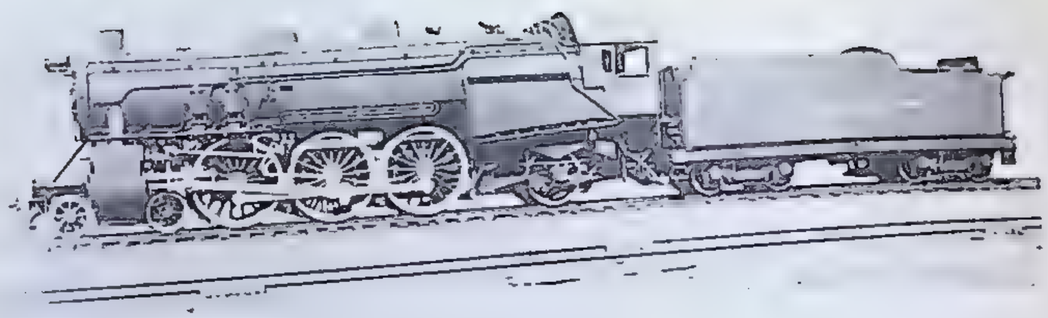
Back in 1935, Rod Dirkes photographed No. 343 at Reading as a gas-electric car stuck its nose in on the right.

When built at Reading Shops in 1906, P5a and P5b engines 340-349 had huge 86-inch drivers, but the 341 and several others were later rebuilt with 80-inch wheels. Their mammoth Wootten fireboxes contained 94.5 square feet of grate area, this dimension later being designed into Pacifics, I10sa 2-8-0's and the T1 4-8-4's.

Local train 195 carrying an RPO mail car left Allentown each afternoon on its 89.2-mile run to Reading and Harrisburg over the East Penn and Lebanon Valley Branches. Hauled by G1sa Pacific 121, this train is shown near Topton and soon will descend the 1.1 per cent Temple Hill into Reading. There, at the Outer Station, her ten-minute layover permitted connections to be made with Shamokin expresses 10 and 97 while, also in the station, was Train 194, *The Harrisburger*, enroute from Harrisburg to Jersey City via RDG and CNJ.

From the collection of Clarissa Ross, No. 124 stands at attention for the camera of Bert Pennypacker. On the back of the print is written, "My favorite locomotive of all time, the beautiful Reading G1sa Pacific". The editors have to agree with you, Bert, she was an impressive sight.





The authors selected four photos that we felt best show the Reading Pacifics over the years. Leonard Rice captured the No. 132 back in the days of the round number plate spotted under the water plug. The builder's photo is from the collection of Alvin K. Traz while Clarence Weaver supplied the photo of No. 110. Donald W. Furler caught No. 114 at Black Rock Tunnel with his 4 x 5 camera.

NORRISTOWN BRANCH

Beginning off the Ninth Street Branch in Philadelphia at 16th Street Junction, the Norristown Branch was part of the old PG&N absorbed by RDG in 1870. The distance from Reading Terminal to DeKalb Street station in Norristown was 17.2 miles; from here, a line of 0.8 mile extended across the Schuylkill to Norristown Junction where, in 1903, this connection was established with the Main Line to Pottsville and all other upstate points.

Outbound trains going onto the Norristown Branch at 16th Street Junction encountered a short but difficult stretch of ascending grade that ranged from 0.8 to 1.1 per cent. On April 10, 1946, G1sb Pacific No. 201 is digging in hard with her 74-inch drivers as she hits the grade with a Shamokin express.

Hauled by P7sb Atlantic 351, inbound Train 40, the Allentown express, passes 22nd Street Station. War Bonds slogan on the tender dates this shot to World War II times.

Here again we have the *Schuylkill* at East Falls in December of 1948, but this time she was running eastbound in regular service as Train 2 hauled by G3 Pacific 213. This weekday shot shows the train with a baggage-RPO mail car.

While West Falls stood in a rural-like setting of Fairmount Park, East Falls station across the Schuylkill on the Norristown Branch was situated on the side of a steeply inclined hill in a built-up section of the city. Coming through East Falls on November 8, 1948, the newly-built G3 Pacific 219 is making a pre-inaugural trial run with the *Schuylkill* which was scheduled to make its public debut on November 14.

The Norristown Branch had quite a few grade crossings and we are at Schoolhouse Lane on October 27, 1948 when the pleasant, yet commanding blasts of a Nathan chime whistle sound a warning. Coming down track 2 is G3 engine 211 with Train 2 from Pottsville with a 9:30 a.m. arrival scheduled at Reading Terminal. However, please notice that this is the old Train 2 as she looked before acquiring streamlined deluxe equipment of the *Schuylkill*.

Approaching Wissahickon station, located 6.4 miles from the terminal, the Norristown Branch encountered an abrupt break, or lateral gorge, in the string of high hills that flanked the east side of the Schuylkill valley. This was the valley of the turbulent Wissahickon Creek that flowed into the Schuylkill at this point. The deep and narrow gorge was crossed by a spectacular stone arch bridge whose tall pillars rested upon the valley floor far below.

Steaming inbound with a train from upstate points, we see G1sb Pacific 202 crossing this bridge. But, the most significant aspect of this view is that it pre-dated the 1933 construction of catenary for the electrified service to Norristown.

Running inbound along the recently elevated outbound track, D8c American type 402 makes a stop at the new Manayunk station with a three-car local from Norristown. With the beginning of electrified service on February 5, 1933, many Camelback 4-4-0's such as this one suddenly had no work and were hauled off to dead storage tracks at Bridgeport, Reading and St. Clair. Some were scrapped quickly, but others sat around until the beginning of World War II when they were sold for scrap metal to help the war effort.

Sister locomotive No. 406 stands at Allentown in 1939. *Harold K. Vollrath Collection.*

Dating back to times of the old PG&N Railroad, tracks running through the Manayunk section of Philadelphia were laid right down the center of Cresson Street. In preparation for electrification, several major grade elevation and street crossing elimination projects were begun in 1930 on the Norristown Branch, one of these being the construction of an elevated viaduct and new station along Cresson Street.

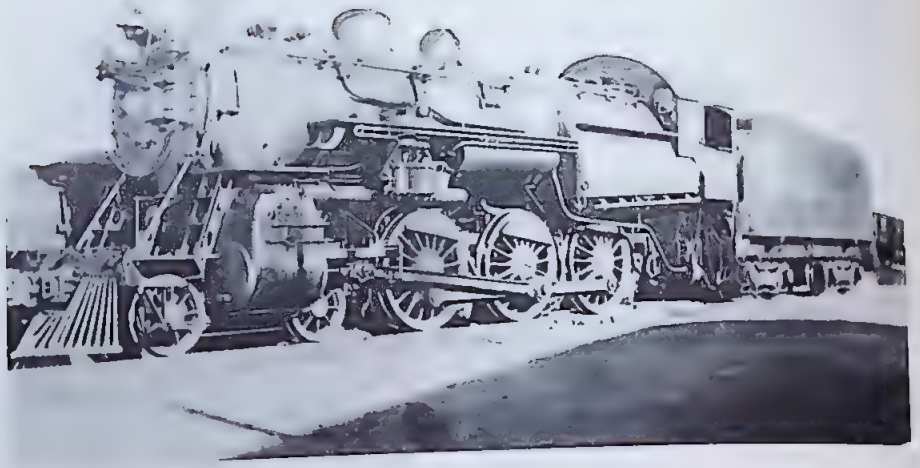
As indicated in this view, the outbound track was elevated first and placed upon the viaduct. Coming inbound from Pottsville, we see G1sa Pacific 124 making the Manayunk station stop on the old original track 2 which still was at street grade.

Finally at Manayunk, P7sb Atlantic 350 runs outbound along the elevated track 1. When fully completed, the Manayunk station looked very much like one on an elevated mass transit line, but its platforms were of the low level type. Trains moving along the viaduct made a heavy rumbling sound.

Back in 1933, the new look in RDG's Norristown Branch local service was olive green m.u. cars, two of which are seen near Shawmont station. To the left is an electric power substation and Pennsy's adjacent Schuylkill Branch.

Moving along to Miquon station, Train 8 from Pottsville was being hauled by P7sb Atlantic type 352 on May 7, 1932. This typical scene of the times shows a round number plate on the smokebox and no electric catenary in sight.

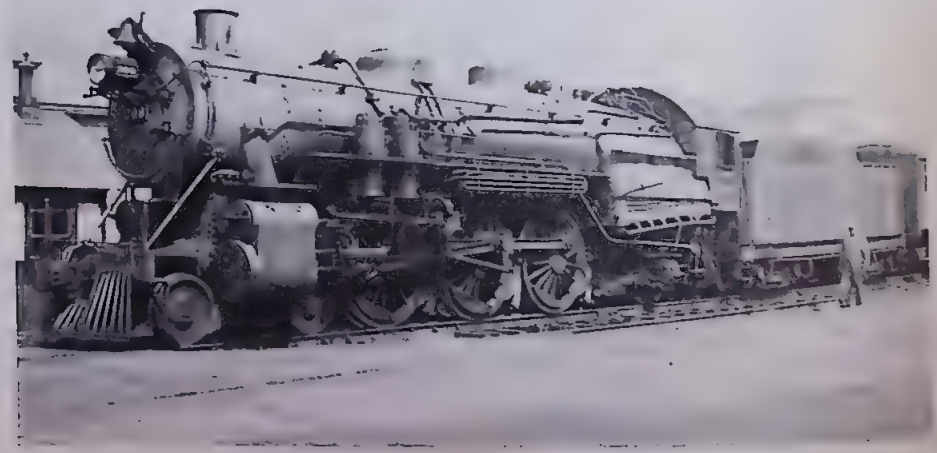
Atlantic type No. 352 lets her stay bolts "hang out" in this scene in 1934 taken at Pottstown. The locomotive had started her career on the Reading as a 4-4-4, No. 111. *Harold K. Vollrath Collection.*



This very rare photo of G1sb Pacific 201 shows her passing Miquon on May 7, 1932 with train 97, the Pottsville-Shamokin- Williamsport express. When built by Baldwin in 1925, the 201 was painted blue and specially striped with narrow gold lines around the edges of her tender, a design that later would be changed to the familiar heavy gold striping. Also note the diamond-shaped number plate on the smokebox, this being one of only two RDG engines so done, the other being L6sa Ten-Wheeler 616, seen at Gettysburg in 1934.

The special work on 201 was occasioned by her assignment to trains 92-97, the fastest on the mainline which at one time ran nonstop between Reading and Philadelphia.

Rod Dirkes captured G1sb No. 202 at Bethlehem in 1936 while the No. 200 was put on film some ten years later at Shamokin, from the collection of Harold K. Vollrath.



In a photo taken over 50 years ago, No. 109 with her round number plate comes rolling down the mainline with six cars in tow.

Bert Pennypacker caught the No. 120 at Ivy Rocks on the Allentown local on April 30, 1949.

Rod Dirkes took the perfect rods down photo of the same No. 120 at Reading some fourteen years before.

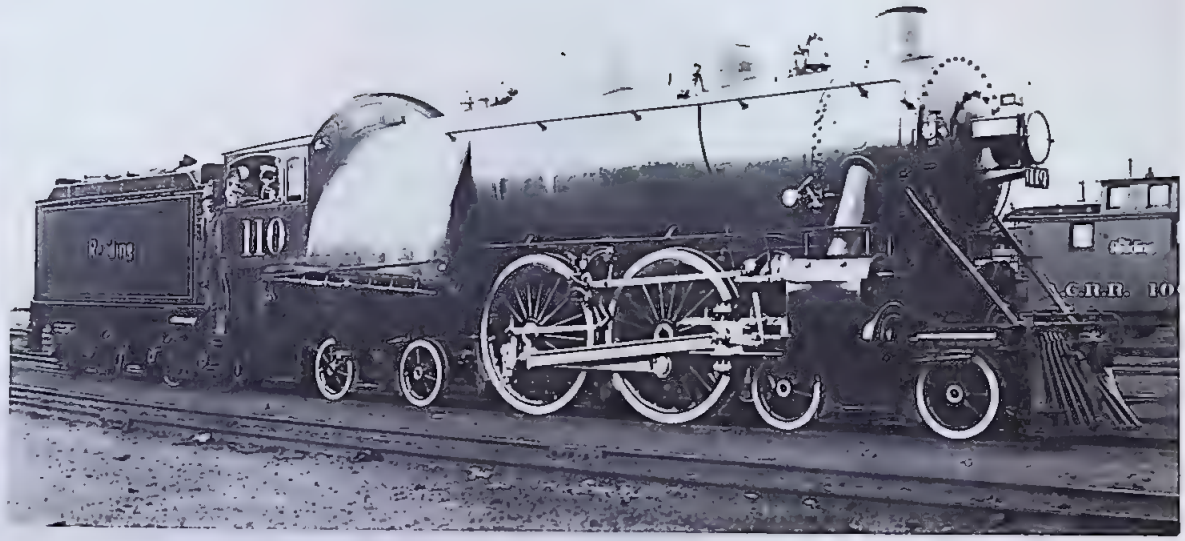
Representing four of the last locomotives built by the Reading shops, Nos. 211-214 were also among the last steam locomotives built in the United States for passenger service.

The late George Hamcke was on hand to get the No. 212 at Norristown on a cold day in December, 1948.

Bert Pennypacker caught No. 215 on the Allentown local at Ivy Rocks, May 15, 1949.

Harold K. Vollrath supplied the roster photo of No. 211 taken in 1953.

Pennsylvania-Reading Seashore Lines made out well with hand-me-downs. Reading 4-6-2 No. 214, still a prime-timer under Pennsy wires at Frankford Jct., at Philadelphia, gives the resort route a racy look in July 1955. *H. Reid photo.*



In this typical scene along the Main Line circa 1928, P7sb Atlantic No. 351 races along with a four-car consist as she heads for Philadelphia. Built at Reading Shops in 1915 as class C1a 4-4-4 types numbered 110-113, their four-point suspension systems, while new and highly experimental, proved to be a big failure. The quick result was conversion to 4-4-2's renumbered 350-353 as seen here. They actually looked like smaller versions of G1sa Pacifics.

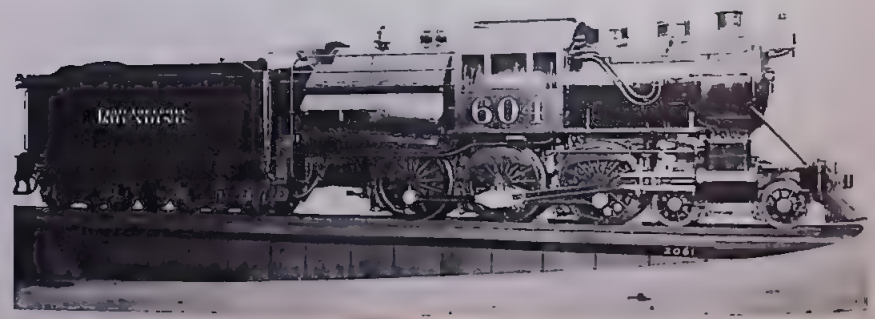
Philadelphia & Reading No. 110 poses at Camden, N.J. in 1915. A year later, the 4-4-4's would be rebuilt to 4-4-2's, the 110 becoming No. 351. In the background stands a four-wheel caboose of the Reading-controlled Atlantic City Railroad. The Atlantic City became one of the principal components of the 1933 unification with the PRR that produced the Penn-Reading Seashore Lines.
Alvin K. Traz Collection

P7sb rear cab Atlantic 352 comes past Miquon on the Norristown Branch with Train 33, the Reading express. The early date of this scene was September 23, 1928, some five years before electrification, thus the steel tower carried high voltage transmission lines of Philadelphia Electric Co.

The noisy running and quite husky L7sb Ten-Wheelers were used regularly on shorter trains of the Bethlehem Branch. Here comes the 605 southbound nearing Jenkintown. The round number plate on her smokebox dates this photo back to the early 1930's.

Sometime after the July 26, 1931 beginning of electric service to Lansdale and Doylestown, this three-car Bethlehem local was seen running under catenary with L7sb Ten-Wheeler 608.

The roster photo of No. 610 was taken by Clarence Weaver and the builders photo of No. 604 is from the collection of B.D. Roy.



Rod Dirkes snapped the photo of No. 609 at Hellerton, Pennsylvania, on January 13, 1940 pulling Train No. 316, *The Philadelphia Express*.

Deep amid the scenic hills and valleys traversed by the Perkiomen Branch, L7sb Ten-Wheeler 609 works hard on an ascending grade with her four-car train going to Allentown. These engines worked up and down this branch until 1948.

WANDERINGS OF THE 609

Bert Pennypacker caught the No. 609 at 18th Street Junction, Philadelphia with a Bethlehem local in 1938.

Reading's two semi-streamlined Pacifics were the favorite subjects for photographers during steam days. We have already seen No. 108 on page 23 and here we present No. 178 as a lasting reminder of the pride the Reading and the men of the Reading took in the locomotives. Donald W. Furler took the action photo at Jersey City and the two builder's photos are from the collection of Rod Dirkes.

Blue Mountain and Reading No. 2102 is heading past Birdsboro on September 15, 1985 after leaving the Belt Line in a photo by Alex Meyers.

Reading was always a "people pleaser" and operated several Rail Rambles long before the Reading Rambles of the 1960's. Bert Pennypacker caught the Rail Ramble on October 19th, 1947 at Gorden, Pennsylvania with Nos. 202 and 611 doing the honors.

Pacific No. 425 of the Blue Mountain and Reading is seen at Norristown backed into the clear for a SEPTA train to clear on December 21, 1985. Number 425 was a Gulf Mobile and Northern locomotive that had made its way to the Gulf Sand & Gravel Company in Louisana before being sold to the Valley Forge Scenic Railway for operation as a tourist line.

She is seen here in 1968 at Kimberton in a photo by H. Joyce. She was later sold for operation on the Blue Mountain & Reading. For those interested in the schedule of the BM&R at Temple, Pennsylvania you can call (215) 562-4083. The photo of the No. 425 at Norristown was taken by *Denis E. Connell, Railpace Magazine Collection.*

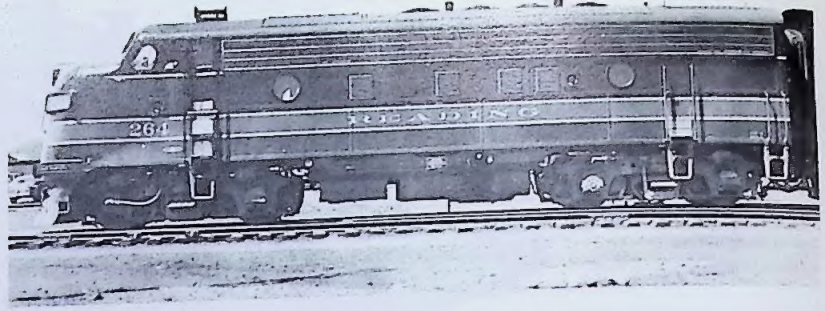
Carolyn Reed Krause

Reading locomotives left a lasting impression on the American scene when No. 2101 was selected to pull the American Freedom Train during the 1975-76 tour of the country. H.L. Heathcliff caught the Freedom Train rolling up the West Shore to Albany in 1975. Sister locomotive No. 2102 "allowed" Jim Boyd, Editor of Railfan and Railroad Magazine, to have his picture snapped by Bruce Kelly as Jim and the T-1 "held hands." The No. 2101 can be seen on display at the B&O Railroad Museum in Baltimore, Maryland and No. 2124 is on display at the new museum in Scranton, Pennsylvania.

Part of the old Reading still exists at Kempton, Pa., on the rails of the former Reading Company's Schuylkill & Lehigh branch. Number 2, as seen in the photo below, is a 0-4-0T from the Colorado Fuel and Iron Company at Birdsboro, Pennsylvania. You can call them at (215) 756-6469 for information. Wanamaker Kempton & Southern photo was taken by Sara Heathcliff near Kempton, Pennsylvania.

Units No. 903 & 902 lash up for the final run of the Reading Company on March 21, 1976 and the fans get the last few photos for tomorrow was Conrail. *Bob Storks photo, Railroad & Railfan Magazine collection.*

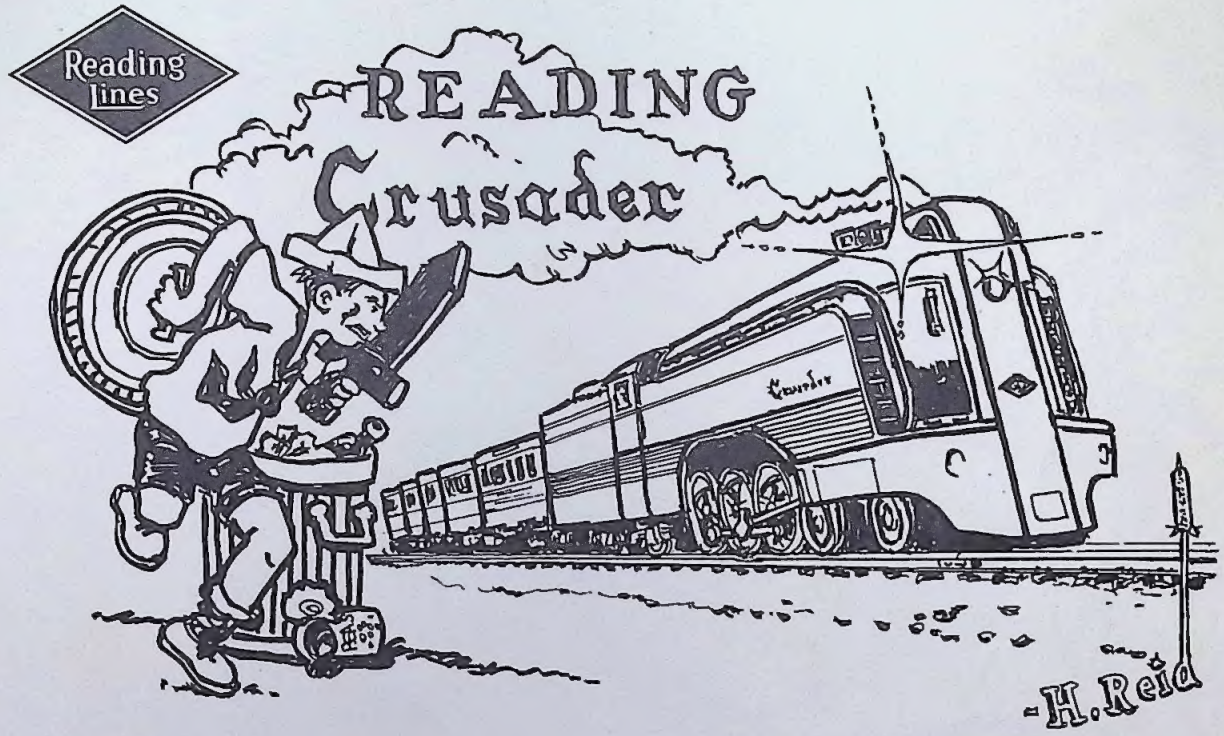
The late Walter Lucas, railroad historian and author, took the photo of No. 904 near Reading Terminal, Philadelphia on a cold winter day in December, 1950, while W.R. Hicks recorded the 905 and 904 at Communipaw, New Jersey on July 13, 1950. *B.D. Roy Collection.*

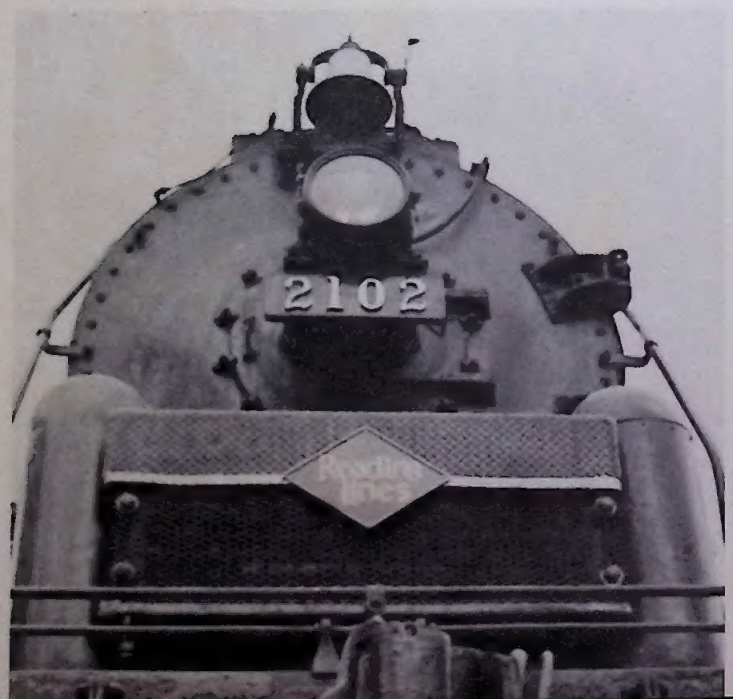


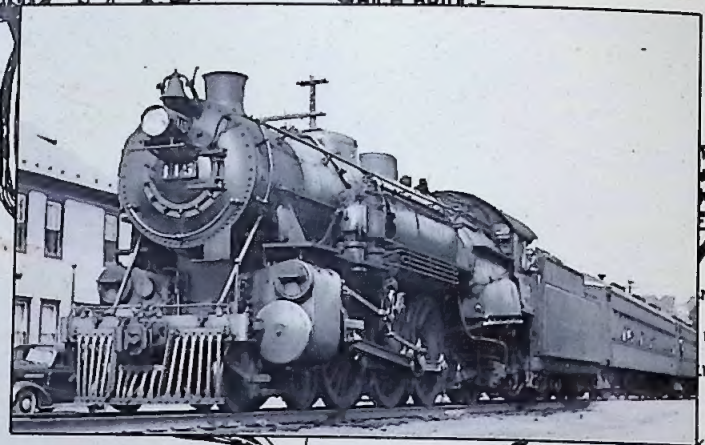
Associated Artists of Dixie have conferred with Authors Heathcliff & Traz and a book on the diesel era on the Reading is now being planned. Alvin Traz told us that those "roundhouse cats" from Shamokin were around in the diesel days as well. On this page can be seen a sample of those long gone days from the staff of Associated Artists. For those interested, Heathcliff & Traz can be contacted at Box 300, Lafayette, N.J. 07848. If you have some material they may be able to use, just sing out and let them know.

John Krause & Ed Crist

I met up with H. Reid back in 1964 when we started working on RAILS THROUGH DIXE for Golden West Books in California. I met up with Carolyn Reed Krause on a hillside in West Virginia many years ago at Mike Koch Day at the Cass Scenic Railroad. Mike had just introduced his book THE SHAY LOCOMOTIVE. Mike passed on in 1980 to that great logging railway in the sky and Philip A. Ronfor passed away in February, 1986. Phil was with me that day at Cass as he had been for so many West Virginia trips in search of steam. When I was wrapping up the design for this book an idea came to me to join up the three of us that are still around and put it all on one page. H. Reid supplied the art work, Carolyn a photo she took of 2102 near Cass, West Virginia and my photo of the Reading *Crusader* at Fanwood, N.J. in 1949, long before I knew Carolyn or H. Reid.
John Krause







ASSOCIATED ARTISTS
OF DIXIE
K-C PRODUCTIONS